NACOmatic

Effective: 22-October-2009
Expires: 19-November-2009

Your Ad Here

~60,000 Page views/month

Contact:

Doug Ranz
248-318-0011
NACOmatic@hotmail.com

www.NACOmatic.com Copyright 2009. All Rights Reserved.

Warranty

I make absolutely no warranty nor guarantee whatsoever about the accuracy, availability, applicability and/or correctness of any of the information in this document.

The official, original NACO documents are available for your downloading pleasure from: http://naco.faa.gov/index.asp?xml=naco/onlineproducts

Copyright

This compilation is protected by US copyright laws and international copyright treaties.

Limitations

The sale, hosting and/or distribution of this document in any and all forms, is prohibited.

Release from Liability

All users of this compilation must agree to be legally bound hereby, that Douglas R. Ranz ("Released Party") SHALL NOT BE LIABLE FOR MY DEATH OR INJURY TO MY PERSON, OR FOR ANY LOSS FOR DAMAGE TO MY PROPERTY OR REPUTATION caused in any manner whatsoever, whether attributable to the negligence of the Released Party, or for any other reason, occurring during the time that I am operating an aircraft.

I do hereby waive any right of action against the Released Party from any and all causes or claims that I may have against them from the beginning of time. I further agree not to sue on any such cause or claim. This agreement shall not release liability for gross negligence or willful misconduct of the Released Party. I agree to indemnify and hold the Released Party harmless for any losses, judgments, damages or fees he may incur, including but not limited to attorneys fees, arising out any lawsuit related to the planning, flight and/or enforcement of or legal challenge to this agreement. It is my intention that this agreement be interpreted and enforced to the maximum extent allowed by Michigan law.

NH Min Alt#1 - 4
NH Min Rdr#1 - 9
NH Min TO#1 - 11
5B9 - 36
AFN - 37
ASH - 71
BML - 26
CNH - 29
CON - 31
DAW - 86
EEN - 38
HIE - 90
LCI - 42
LEB - 46
MHT - 55
PSM - 77

INSTRUMENT APPROACH PROCEDURE CHARTS

A IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absense of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME ALTERNATE MINIMUMS

AUBURN-LEWISTON, ME

AUBURN-LEWISTON MUNI ..... **ILS or LOC Rwy 4[1]**
RNAV (GPS) Rwy 4[2]
RNAV (GPS) Rwy 22[3]

[1]ILS,Category C,700-2, Category D, 800-2½; LOC, NA.
[2]Categories A,B,C, 800-2¼, Category D, 800-2½.
[3]Category D, 800-2½.

AUGUSTA, ME

AUGUSTA STATE ..... **ILS or LOC Rwy 17[1]**
RNAV (GPS)-B[2]
RNAV (GPS) Rwy 8[2]
RNAV (GPS) Rwy 35[2]
VOR/DME Rwy 8[2]

[1]ILS, Categories B,C,D, 700-2.
[2]NA when local weather not available.

BANGOR, ME

BANGOR INTL ..... **ILS or LOC Rwy 33**
ILS,LOC, Categories A,B, 1000-2; Categories C,D,E, 1000-3.

BARRE-MONTPELIER, VT

EDWARD F. KNAPP STATE ..... **ILS or LOC Rwy 17[1]**
RNAV (GPS) Rwy 17[23]
VOR/DME Rwy 35[4]
VOR Rwy 35[5]

[1]ILS, LOC, Categories A,B, 1900-2; Categories C, D, 1900-3.
[2]Category C, 800-2¼; Category D, 1400-3.
[3]NA when local weather not available.
[4]Categories A,B, 900-2; Category C, 900-2¼; Category D, 1400-3.
[5]Categories A,B, 1600-2; Categories C,D, 1600-3.

NAME ALTERNATE MINIMUMS

BAR HARBOR, ME

HANCOCK COUNTY-BAR HARBOR ..... **LOC/DME BC Rwy 4**
ILS or LOC Rwy 22
RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 22

NA when local weather not available.

BEDFORD, MA

LAURENCE G. HANSCOM FIELD ..... **ILS or LOC Rwy 11[123]**
ILS or LOC Rwy 29[134]
RNAV (GPS) Rwy 11[3]
RNAV (GPS) Rwy 23[3]
RNAV (GPS) Rwy 29[3]
VOR Rwy 23[1]

[1]NA when contol tower closed.
[2]ILS, Category D, 700-2.
[3]NA when local weather not available.
[4]ILS, Categories A,B, 800-2; Category C, 800-2¼; Category D, 800-2½. LOC, Category C, 800-2¼; Category D, 800-2½.

BERLIN, NH

BERLIN RGNL ..... **VOR-B[1]**
VOR/DME Rwy 18[2]

[1]Categories A,B, 1100-2;Category C, 1100-3; Category D, 1200-3.
[2]Category B, 1200-2;Category C, 1200-3; Category D, 1300-3.

BEVERLY, MA

BEVERLY MUNI ..... **LOC Rwy 16**
NA when control tower closed.

BLOCK ISLAND, RI

BLOCK ISLAND STATE .... **RNAV (GPS) Rwy 28**
NA when local weather not available.

NAME ALTERNATE MINIMUMS

BOSTON, MA

GENERAL EDWARD LAWRENCE LOGAN INTL ..... **ILS or LOC Rwy 4R[1]**
ILS Rwy 15R[1]
ILS Rwy 22L[1]
ILS Rwy 27[1]
ILS or LOC Rwy 33L[1]
RNAV (GPS) Rwy 32[2]
VOR/DME Rwy 15R[3]

[1]ILS, 700-2.
[2]Categories A,B,1000-2; Category C, 1000-2¾; Category D, 1000-3.
[3]Category C, 800-2¼;Category D, 800-2½.

BRIDGEPORT, CT

IGOR I. SIKORSKY MEMORIAL .... **ILS Rwy 6[1,2]**
VOR Rwy 6[3]
VOR Rwy 24[3]
VOR Rwy 29[3]

[1]NA when control tower closed.
[2]ILS, Categories B,C, 700-2; Category D, 900-2½. LOC, Category D, 900-2½.
[3]Category D, 900-2½.

BURLINGTON, VT

BURLINGTON INTL ..... **ILS or LOC/DME Rwy 15[1,2,3]**
ILS or LOC/DME Rwy 33[1,2,4]
VOR Rwy 1[2]

[1]ILS, Category D, 700-2.
[2]NA when control tower closed.
[3]NA when local weather not available.
[4]LOC, Category E, 1000-3.

CHESTER, CT

CHESTER ..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
VOR-A

NA when local weather not available.

CONCORD, NH

CONCORD MUNI ..... **RNAV (GPS) Rwy 12[1]**
RNAV (GPS) Rwy 17[2]
RNAV (GPS) Rwy 35[2]
VOR-A[1]

[1]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[2]Category D, 900-2¾.

DANBURY, CT

DANBURY MUNI ..... **LOC Rwy 8[1,2,3]**
VOR or GPS-A[4]

[1]NA when control tower closed.
[2]Category C, 800-2¼; Category D, 800-2½.
[3]NA when local weather not available.
[4]Categories A,B, 1000-2; Category C, 1000-2¾; Category D, 1000-3.

NAME ALTERNATE MINIMUMS

FITCHBURG, MA

FITCHBURG MUNI ..... **NDB Rwy 20[1]**
RNAV (GPS) Rwy 14[1]
RNAV (GPS) Rwy 20[2]
RNAV (GPS) Rwy32[2]
NDB-A[3]

[1]Categories A,B, 1000-2; Category C, 1000-3.
[2]Category B, 1000-2; Category C, 1000-3.
[3]Category A, 900-2; Category B, 1000-2; Category C, 1000-3.

FRYEBURG, ME

EASTERN SLOPES RGNL ..... **NDB-B[1]**
RNAV (GPS) Rwy 32[2]

NA when local weather not available.
[1]Categories A, B, 1400-2; Category C, 1400-3.
[2]Categories A, B, 1100-2; Category C, 1100-3.

GROTON(NEW LONDON), CT

GROTON-NEW LONDON .... **ILS or LOC Rwy 5**

ILS,Categories B,C,D, 700-2.

HARTFORD, CT

HARTFORD-BRAINARD ..... **LDA Rwy 2**
VOR or GPS-A

NA when control tower closed.
Category C,1000-2¾, Category D, 1000-3.

HIGHGATE, VT

FRANKLIN COUNTY STATE ..... **RNAV (GPS) Rwy 1**

NA when local weather not available.

HYANNIS, MA

BARNSTABLE MUNI-BOARDMAN/ POLANDO FIELD ..... **ILS or LOC Rwy 15[1]**
ILS or LOC Rwy 24[1]
RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 15
RNAV (GPS) Rwy 24
VOR Rwy 6[2]

NA when local weather not available.
[1]NA when control tower closed.
[2]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.

JAFFREY, NH

JAFFREY AIRPORT-SILVER RANCH ..... **VOR or GPS-A**

Non-DME minima, Categories A,B, 900-2.

NAME ALTERNATE MINIMUMS

KEENE, NH

DILLANT-HOPKINS ..... **RNAV (GPS) Rwy 2[1,2]**
VOR Rwy 2[3]

[1]Category A, 900-2; Category B, 1000-2; Category C, 1000-3; Category D, 1200-3.
[2]NA when local weather not available.
[3]Categories A,B, 1200-2; Category C,D, 1200-3.

LACONIA, NH

LACONIA MUNI ..... **ILS or LOC Rwy 8[1]**
NDB Rwy 8[2]
RNAV (GPS) Rwy 8[3]
RNAV (GPS) Rwy 26[3]

NA when local weather not available.
[1]ILS, LOC, Category A, 900-2; Category B, 1100-2; Category C, 1100-3; Category D, 1700-3.
[2]Category A, 1000-2; Category B, 1100-2; Category C, 1100-3; Category D, 1700-3.
[3]Category A, 900-2; Category B, 1000-2; Category C, 1100-3; Category D, 1700-3.

LAWRENCE, MA

LAWRENCE MUNI ..... **ILS Rwy 5[1]**
NDB or GPS Rwy 5[2]

[1]NA when control tower closed.
[2]Category C, 800-2¼; Category D, 800-2½.

LEBANON, NH

LEBANON MUNI ..... **ILS or LOC Rwy 18[1,2]**
RNAV (GPS) Rwy 7[3]
RNAV (GPS) Rwy 18[3]
RNAV (GPS) Rwy 25[3]
RNAV (GPS) Rwy 36[4]
VOR/DME Rwy 7[5]
VOR Rwy 25[6]

[1]NA when control tower closed.
[2]ILS,LOC, Category A,1000-2; Category B, 1200-2; Categories C, D, 1300-3.
[3]Category A, 1100-2; Category B, 1200-2; Category C, D, 1200-3.
[4]Categories A, B, 1200-2; Categories C, D, 1200-3.
[5]Categories A, B, 1000-2; Categories C, D, 1100-3.
[6]Categories A, B, 1100-2; Categories C, D, 1100-3.

MANCHESTER, NH

MANCHESTER ..... **ILS or LOC/DME Rwy 17[1,2]**
ILS or LOC Rwy 6[2]
ILS or LOC Rwy 35[2]
RNAV (GPS) Rwy 6[1]
RNAV (GPS) Rwy 35[1]
RNAV (GPS) Y Rwy 17[1]
VOR/DME or GPS Rwy 17[3]

[1]NA when local weather not available.

NAME ALTERNATE MINIMUMS

MARSHFIELD, MA

MARSHFEILD MUNI-GEORGE HARLOW FIELD ..... **NDB Rwy 24**
RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 24

NA when local weather not available.

MILLINOCKET, ME

MILLINOCKET MUNI ..... **RNAV (GPS) Rwy 29**
VOR Rwy 29

NA when local weather not available.
Category D, 800-2¼.

NANTUCKET, MA

NANTUCKET MEMORIAL ..... **ILS or LOC Rwy 6[1,2]**
ILS or LOC Rwy 24[1,2]
NDB Rwy 24[1]
RNAV (GPS) Rwy 6[2]
RNAV (GPS) Rwy 24[2]
RNAV (GPS) Rwy 33[2]
VOR Rwy 24[2]

[1]NA when control tower closed.
[2]NA when local weather not available.

NASHUA, NH

BOIRE FIELD ..... **RNAV (GPS) Rwy 32[1]**
VOR or GPS-A[2,3]
VOR Rwy 32[2,4]

[1]NA when local weather not available.
[2]NA when control tower closed.
[3]Category D, 800-2¼.
[4]Category C, 800-2¼,Category D, 800-2½.

NEW BEDFORD, MA

NEW BEDFORD RGNL ..... **ILS or LOC Rwy 5[1]**
LOC BC Rwy 23
NDB Rwy 5

NA when control tower closed.
[1]ILS, 700-2.

NEW HAVEN, CT

TWEED-NEW HAVEN ..... **ILS or LOC Rwy 2[1]**
RNAV (GPS) Rwy 2[2]
VOR-A[2]
VOR Rwy 2[2]

NA when control tower closed.
NA when local weather not available.
[1]ILS, Categories A,B,C, 800-2; Category D, 800-2¼. LOC, Category D, 800-2¼.
[2]Category D, 800-2¼

NEWPORT, RI

NEWPORT STATE ..... **RNAV (GPS) Rwy 16**
VOR/DME Rwy 16

NA when local weather not available.

NAME ALTERNATE MINIMUMS

NORTH KINGSTOWN, RI

QUONSET STATE ..... **ILS or LOC Rwy 16[1,2]**
RNAV (GPS) Rwy 16[3]
RNAV (GPS) Rwy 34[3]
VOR-A[1]
VOR Rwy 34[1]

[1]NA when control tower closed.
[2]ILS, Categories A,B,C, 800-2; Category D, 800-2¼. LOC, Category D, 800-2¼.
[3]NA when local weather not available.

NORWOOD, MA

NORWOOD MEMORIAL ..... **LOC Rwy 35**
NA when control tower closed.

ORANGE, MA

ORANGE MUNI ..... **VOR-A**
Categories A,B, 1400-2; Categories C,D, 1400-3.

OXFORD, CT

WATERBURY-OXFORD ... **RNAV (GPS) Rwy 18**
NA when local weather not available.

PAWTUCKET, RI

NORTH
CENTRAL STATE ..... **RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 23
VOR-A
VOR-B
NA when local weather not available.

PLYMOUTH, MA

PLYMOUTH MUNI ..... **ILS or LOC/DME Rwy 6**
RNAV (GPS) Rwy 6
NA when local weather not available.

PORTLAND, ME

PORTLAND INTL
JETPORT ..... **ILS or LOC Rwy 11**
ILS or LOC Rwy 29
ILS, Category D, 700-2.

PRESQUE ISLE, ME

NORTHERN MAINE REGIONAL AIRPORT
AT PRESQUE ISLE ..... **ILS or LOC Rwy 1[1,2]**
RNAV (GPS) Rwy 1[1]
RNAV (GPS) Rwy 19[1,3]
RNAV (GPS) Rwy 28[1]
VOR Rwy 19[4]

[1]NA when local weather not available.
[2]Categories B, C, D, 700-2.
[3]Category D, 800-2¼.
[4]Category C, 800-2¼; Category D, 800-2½.

NAME ALTERNATE MINIMUMS

PROVIDENCE, RI

THEODORE FRANCIS GREEN
STATE ..... **ILS or LOC Rwy 5**
ILS or LOC Rwy 23
ILS Rwy 34
NA when control tower closed.

ROCKLAND, ME

KNOX COUNTY RGNL ..... **RNAV (GPS) Rwy 3**
RNAV (GPS) Rwy 31
NA when local weather not available.

RUTLAND, VT

RUTLAND -SOUTHERN
VERMONT RGNL ..... **RNAV (GPS) Rwy 1[1]**
RNAV (GPS) Rwy 19[2]
VOR/DME Rwy 19[3]
NA when local weather not available.
[1]Categories A, B, 2400-2; Category C, 2400-3.
[2]Categories A, B, 1500-2; Category C, 1500-3.
[3]Categories A, B, 1800-2; Category C, 1800-3.

VINEYARD HAVEN, MA

MARTHA'S VINEYARD .... **ILS or LOC Rwy 24[1]**
RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 24
VOR Rwy 6
VOR Rwy 24
NA when local weather not available.
[1]NA when control tower closed.

WATERVILLE, ME

WATERVILLE
ROBERT LAFLEUR ..... **RNAV (GPS) Rwy 23**
NA when local weather not available.

WESTFIELD/SPRINGFIELD, MA

BARNES MUNI ..... **ILS or LOC Rwy 20[1,2]**
RNAV (GPS) Rwy 20[1,2]
VOR or TACAN Rwy 2[3,4]
VOR Rwy 20[3,5]

[1]Categories, A,B, 900-2; Category C, 900-2¾; Category D, 900-3.
[2]NA when local weather not available.
[3]NA when control tower closed.
[4]Categories A,B, 900-2; Category C, 900-2¾; Category D, 900-3; Category E, 1300-3.
[5]Categories A,B, 900-2; Category C, 900-2¾; Category D, 900-3.

WHITEFIELD, NH

MOUNT WASHINGTON
RGNL ..... **RNAV (GPS) Rwy 10**
Categories A,B, 900-2; Category C, 900-2¾.

NAME ALTERNATE MINIMUMS

WILLIMANTIC, CT

WINDHAM ..... **LOC Rwy 27[1]**
VOR-A

Category C, 800-2¼.
[1]NA when local weather not available.

WINDSOR LOCKS, CT

BRADLEY INTL ..... **ILS or LOC Rwy 6[1]**
ILS or LOC Rwy 24[2]
ILS or LOC Rwy 33[2]
RNAV (GPS) Rwy 6[2]
RNAV (GPS) Rwy 15[3]
RNAV (GPS) Rwy 24[2]
RNAV (GPS) Rwy 33[2]
VOR or TACAN Rwy 6[4]
VOR or TACAN Rwy 15[5]
VOR or TACAN Rwy 24[6]
VOR or TACAN Rwy 33[6]

[1]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[2]Category D, 900-2¾.
[3]Categories A,B, 1000-2; Category C, 1000-2¾.
[4]Categories A,B, 1000-2; Category C, 1000-2¾, Category D,1000-3, Category E, 1300-3.
[5]Categories A,B, 1200-2; Categories C, D, E, 1200-3.
[6]Category D, 1000-3; Category E, 1300-3.

WORCESTER, MA

WORCESTER RGNL ..... **ILS or LOC Rwy 11[12]**
ILS or LOC Rwy 29[12]
NDB Rwy 11[23]
RNAV (GPS) Rwy 11[23]
RNAV (GPS) Rwy 29[23]
VOR/DME Rwy 33[3]

NA when control tower closed.
[1]ILS, Category B , 700-2 ; Category C, 800-2; Category D, 1000-3.LOC, Category D, 1000-3.
[2]NA when local weather not available.
[3]Category D, 1000-3.

BANGOR, ME

Amdt. 4B, SEP 25, 2008 (FAA) ELEV **192**

BANGOR INTL

RADAR- 124.5 239.3 ▽ ⚠ NA

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	33		AB	**580**/24	417	(400-½)
			C	**580**/40	417	(400-¾)
			DE	**580**/50	417	(400-1)
	15		AB	**700**/24	508	(600-½)
			CD	**700**/50	508	(600-1)
			E	**700**/60	508	(600-1¼)
CIRCLING			AB	**700**-1	508	(600-1)
			C	**700**-1½	508	(600-1½)
			DE	**760**-2	568	(600-2)

Circling not authorized Northeast of Rwy 15-33.
For inoperative SSALR, S-15 and S-33 increase visibility Cat E ½ mile.

BRUNSWICK NAS (KNHZ), ME (09295 USN)

ELEV 72

RADAR - (E) 118.15 121.2 233.9 263.6 346.8 302.0 312.4 ▽

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR[1]	1R[2]	3.0°/49/1031	ABCDE	161-¼	100	(100-¼)
	19L[2]	3.0°/51/980	ABCDE	171-¼	100	(100-¼)
	19R	3.0°/51/972	ABCDE	272-¾	200	(200-¾)
	1L	3.0°/48/916	ABCDE	260-¾	200	(200-¾)
W/O GS	1L		ABCDE	420-1¼	360	(400-1¼)
	19R		ABCDE	460-1¼	388	(400-1¼)
ASR[3]	1R		ABC	520-¾	459	(500-¾)
			DE	520-1	459	(500-1)
	19L		ABC	520-¾	449	(500-¾)
			DE	520-1	449	(500-1)
CIR[4]	All Rwys		A	520-1¼	448	(500-1¼)
			B	540-1¼	468	(500-1¼)
			C	540-1½	468	(500-1½)
			D	640-2	568	(600-2)
			E	700-2¼	628	(700-2¼)

[1]No-NOTAM preventive maint TUE 1300-1700Z++. [2]When ALS inop, increase vis ½ mile. [3]When ALS inop, increase vis CAT ABC to 1¼ miles, CAT DE to 1½ miles. [4]Cir not auth W of Rwy 1L-19R.

PORTSMOUTH, NH Amdt 1, AUG 27, 2009 (FAA) ELEV **100**

PORTSMOUTH INTL AT PEASE

RADAR- 125.05 269.4 NA

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR	34	3.0°/64/1221	ABCDE	**284**/24	200	(200-½)
ASR	34		ABC	**560**/40	476	(500-¾)
			D	**560**/50	476	(500-1)
			E	**560**/60	476	(500-1¼)
	16		ABC	**520**/40	420	(500-¾)
			DE	**520**/50	420	(500-1)
CIR			AB	**560**-1¼	460	(500-1¼)
			C	**560**-1½	460	(500-1½)
			D	**680**-2	580	(600-2)
			E	**720**-2¼	620	(700-2¼)

Circling NA east of Rwy 16/34.
For inoperative MALSR increase PAR S-34 Cat E visibility to RVR 4000, ASR S-34 Cat E visibility to 1¾.
For inoperative MALSR increase ASR S-16 Cat D visibility to RVR 5000 and Cat E to 1½.
Lost Communications (All Rwys): As directed by ATC on inital contact.

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME	TAKE-OFF MINIMUMS

AUBURN-LEWISTON, ME

AUBURN-LEWISTON MUNI

TAKE-OFF MINIMUMS: **Rwy 17,** 500-2¼ or std. with a min. climb of 266' per NM to 900. **Rwy 22,** std. with a min. climb of 312' per NM to 1500, or 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 17,** climb via heading 165° to 900 before turning northeast. **Rwy 22,** climb to 1500 direct LE LOM. Cross LE LOM at 1500 or above before turning southwest. For climb in visual conditions cross Auburn/Lewiston Muni at or above 1300.

NOTE: **Rwy 4,** multiple trees beginning 297' from departure end of runway, 78' right of centerline, up to 90' AGL/386' MSL. Multiple trees beginning 331' from departure end of runway, 277' left of centerline, up to 86' AGL/323' MSL. Abandoned aircraft 73' from departure end of runway, 478' right of centerline, 19' AGL/289' MSL. Abandoned aircraft 36' from departure end of runway, 451' right of centerline, 18' AGL/288' MSL. Pole 1487' from departure end of runway, 348' right of centerline, 51' AGL/314' MSL. Pole 101' from departure end of runway, 387' left of centerline, 37' AGL/277' MSL. Fence 132' from departure end of runway, 306' right of centerline, 11' AGL/267' MSL. **Rwy 17,** tree 1209' from departure end of runway, 390' right of centerline, 72' AGL/364' MSL. Tree 909' from departure end of runway, 336' right of centerline, 51' AGL/350' MSL. Tree 1819' from departure end of runway, 169' left of centerline, 92' AGL/371' MSL. Tree 1053' from departure end of runway, 252' left of centerline, 60' AGL/336' MSL. Tree 575' from departure end of runway, 175' left of centerline,

NAME	TAKE-OFF MINIMUMS

AUBURN-LEWISTON MUNI(CONT.)

39' AGL/322' MSL. Tree 881' from departure end of runway, 110' right of centerline, 35' AGL/327' MSL. Terrain 159' from departure end of runway, 487' right of centerline, 0' AGL/302' MSL. Tree 1.9 NM from departure end of runway, 247' left of centerline, 129' AGL/576' MSL. Terrain 276' from departure end of runway, 302' right of centerline, 0' AGL/299' MSL. Road 531' from departure end of runway, 156' left of centerline, 0' AGL/305' MSL. Terrain 533' from departure end of runway, 463' right of centerline, 0' AGL/302' MSL. Terrain 18' from departure end of runway, 140' right of centerline, 0' AGL/289' MSL. Tower 1.7 NM from departure end of runway, 4211' left of centerline, 193' AGL/752' MSL. **Rwy 22,** tree 4322' from departure end of runway, 1403' right of centerline, 87' AGL/439' MSL. Tree 4970' from departure end of runway, 616' left of centerline, 62' AGL/414' MSL. Tree 5547' from departure end of runway, 633' right of centerline, 86' AGL/428' MSL. Tree 5242' from departure end of runway, 1108' right of centerline, 51' AGL/419' MSL. Tree 3040' from departure end of runway, 993' right of centerline, 74' AGL/363' MSL. Ground 4784' from departure end of runway, 88' right of centerline, 0' AGL/404' MSL. Ground 3902' from departure end of runway, 811' right of centlerine, 0' AGL/375' MSL. Tree 3189' from departure end of runway, 500' right of centerline, 73' AGL/352' MSL.

AUBURN-LEWISTON MUNI(CON'T)

Rwy 35, tree 1877' from departure end of runway, 357' left of centerline, 104' AGL/344' MSL. Tree 870' from departure end of runway, 380' right of centerline, 72'AGL/312' MSL. Tree 1146' from departure end of runway, 378' left of centerline, 77' AGL/317' MSL. Tree 1520' from departure end of runway, 170' right of centerline, 62' AGL/302' MSL.

AUGUSTA, ME

AUGUSTA STATE

TAKE-OFF MINIMUMS: **Rwys 8, 35,** 300-1. **Rwy 26,** 400-1 or std. with a min. climb of 250' per NM to 700.

BANGOR, ME

BANGOR INTL (BGR)
AMDT 2 09239 (FAA)

NOTE: **Rwy 15,** trees beginning 1694' from DER, 629' left of centerline, up to 79' AGL/278' MSL.

BAR HARBOR, ME

HANCOCK COUNTY-BAR HARBOR

DEPARTURE PROCEDURE: **Rwy 17,** climbing right turn via heading 220° to 2100 before proceeding on course. **Rwy 22,** climb via heading 224° to 1100 before proceeding east or southeast bound. **Rwy 35,** climb via heading 349° to 600 before proceeding on course.

NOTE: **Rwy 4,** road 324' from departure end of runway, 524' left of centerline, 15' AGL/79' MSL. Multiple trees beginning 119' from departure end of runway, 231' right of centerline, up to 60' AGL/193' MSL. **Rwy 17,** bush 116' from departure end of runway, 164' left of centerline, 10' AGL/47' MSL. Tree 245' from departure end of runway, 346' right of centerline, 44' AGL/82' MSL. **Rwy 22,** multiple poles and trees beginning 562' from departure end of runway, 329' left of centerline, up to 60' AGL/135' MSL. Terrain, multiple poles and trees beginning 450' left of departure end of runway, up to 60' AGL/142' MSL. **Rwy 35,** terrain and multiple trees beginning 35' from departure end of runway, 340' left of centerline, up to 60' AGL/217' MSL. Glideslope antenna and multiple trees beginning 657' from departure end of runway, 565' right of centerline up to 60' AGL/146' MSL.

BARRE-MONTPELIER, VT

EDWARD F. KNAPP STATE

TAKE-OFF MINIMUMS: **Rwy 17,** 400-1. **Rwy 23,** 500-2 or std. with a min. climb of 400' per NM to 2600 .

DEPARTURE PROCEDURE: **Rwy 5,** climb runway heading to 2100, then climbing right turn to 3900 direct MPV VOR/DME. **Rwy 17,** climb direct to MPV VOR/DME, climb in holding pattern (N, right turns, 160° inbound) to 3500 before proceeding on course. **Rwy 23,** climbing left turn to 3500 direct MPV VOR/DME. **Rwy 35,** climb runway heading to 1600, then climbing right turn to 3900 direct MPV VOR/DME.

BEDFORD, MA

LAURENCE G. HANSCOM FIELD (BED)
AMDT 4 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 11,** 200-1¼ or std. w/ min. climb of 245' per NM to 400, or alternatively, with standard takeoff minimums and a normal 200'/ NM climb gradient, takeoff must occur no later than 2000' prior to departure end of runway. **Rwy 23,** 300-1¾ or std. w/ min.climb of 415' per NM to 400.

NOTE: **Rwy 5,** terrain beginning 2' from departure end of runway, 330' left of centerline, up to 147' MSL. Trees beginning 44' from departure end of runway, 10' left of centerline, up to 87' AGL/214' MSL. Trees beginning 246' from departure end of runway, 113' right of centerline, up to 92' AGL/217' MSL. Fence 152' from departure end of runway, 248' right of centerline, 5' AGL/132' MSL. Bush 171' from departure end of runway, 309' left of centerline, 13' AGL/140' MSL. Light on pole 575' from departure end of runway, 404' right of centerline, 55' AGL/182' MSL. Poles beginning 835' from departure end of runway, 347' right of centerline, up to 55' AGL/177' MSL. Light on pole 1912' from departure end of runway, 504' right of centerline, 59' AGL/177' MSL. **Rwy 11,** tree 2694' from departure end of runway, 924' left of centerline, 65' AGL/192' MSL. Antenna tower 5040' from departure end of runway, 1682' left of centerline, 155' AGL/282' MSL. **Rwy 23,** vehicles on roadway beginning 534' from departure end of runway, left and right of centerline, up to 15' AGL/167' MSL. Trees beginning 917' from departure end of runway, 126' right of centerline, up to 100' AGL/347' MSL. Terrain 982' from departure end of runway, 338' right of centerline, 162' MSL. Trees beginning 1081' from departure end of runway, 161' left of centerline, up to 100' AGL/414' MSL. **Rwy 29,** vehicles on roadway 314' from departure end of runway, 564' left of centerline, 15' AGL/152' MSL. Trees beginning 388' from departure end of runway, 323' left of centerline, up to 72' AGL/240' MSL. Trees beginning 2675' from departure end of runway, 228' right of centerline, up to 96' AGL/246' MSL.

BELFAST, ME

BELFAST MUNI

TAKE-OFF MINIMUMS: **Rwy 33,** 300-1¾ or std. with a min. climb of 219' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 15,** climb heading 136° to 900 before turning south.

NOTE: **Rwy 33,** light pole 1955' from departure end of runway, 510' left of centerline, 100' AGL/297' MSL. Multiple trees beginning 1.4 NM from departure end of runway, 1682' left of centerline, up to 80' AGL/429' MSL.

BENNINGTON, VT

WILLIAM H. MORSE STATE

TAKE-OFF MINIMUMS: **Rwy 13,** 2200-3, restricted to CAT A and B only, CAT C NA. **Rwy 31,** 500-2 or std. with a min. climb of 240' per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 13,** climbing left turn direct to CAM VORTAC, continue climb in hold to 3500 before proceeding on course. **Rwy 31,** climbing right turn direct CAM VORTAC continue climb in hold to 3500 before proceeding on course.

BERLIN, NH

BERLIN RGNL

TAKE-OFF MINIMUMS: **Rwys 18, 36,** 1000-2.

DEPARTURE PROCEDURE: **Rwys 18, 36,** climb visually over the airport to 2100, continue climb to 3000 via BML R-192, then climbing right turn to 4400 direct BML VOR/DME and hold. Climb in holding pattern (N, left turns, 192° inbound) to MEA before proceeding on course.

BEVERLY, MA

BEVERLY MUNI (BVY)

AMDT 2B 08241 (FAA)

TAKE-OFF MINIMUMS: **Rwy 27,** 300-1 or std. w/ min. climb of 315' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 27,** climb heading 270° to 700 before turning left.

NOTE: **Rwy 9,** multiple trees beginning 82' from departure end of runway, 50' left of centerline, up to 114' AGL/232' MSL. Tree 258' from departure end of runway, 47' right of centerline, 87' AGL/192' MSL. **Rwy 16,** multiple trees beginning 286' from departure end of runway, 213' left of centerline, up to 80' AGL/148' MSL. Trees, stack and obstruction light on buildings beginning 121' from departure end of runway, 4' right of centerline up to 90' AGL/194' MSL. **Rwy 27,** multiple trees and antenna beginning 8' from departure end of runway, 144' left of centerline, up to 98' AGL/217' MSL, multiple trees beginning 42' from departure end of runway, 84' right of centerline up to 97' AGL/160' MSL. Building 5290' from departure end of runway, 980' left of centerline, 108' AGL/217' MSL. **Rwy 34,** multiple trees beginning 437' from departure end of runway, 5' left of centerline, 91' AGL/188' MSL. Multiple trees 509' from departure end of runway, 1' right of centerline, 80' AGL/174' MSL.

BIDDEFORD, ME

BIDDEFORD MUNI

TAKE-OFF MINIMUMS: **Rwy 24,** 300-2 or std. w/ min. climb of 214' per NM to 600, or alternatively, w/ std. takeoff minimums and normal 200'/NM climb gradient, takeoff must occur no later than 1700 prior to departure end of runway.

NOTE: **Rwy 6,** multiple trees beginning 121' from departure end of runway, 243' left of centerline, up to 60' AGL/229' MSL. Multiple trees beginning 23' from departure end of runway, 132' right of centerline, up to 60' AGL/219' MSL. Multiple trees beginning 538' from departure end of runway, 6' right of centerline, up to 60' AGL/229' MSL. **Rwy 24,** multiple trees beginning 342' from departure end of runway, 287' left of centerline, up to 60' AGL/219' MSL. Multiple trees beginning 492' from departure end of runway, 242' right of centerline, up to 60' AGL/209' MSL. Multiple trees beginning 1317' from departure end of runway, 44' right of centerline, up to 60' AGL/209' MSL. Assumed obstacle 1.7 NM from departure end of runway, 1802' right of centerline, 200' AGL/429' MSL.

BLOCK ISLAND, RI

BLOCK ISLAND STATE

TAKE-OFF MINIMUMS: **Rwy 28,** 300-1.

DEPARTURE PROCEDURE: **Rwy 28,** climb runway heading at 250' per NM to 400 feet before turning.

BOSTON, MA

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

ADMT 12A 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4L,** 300-1 or std. with a min. climb of 358' per NM to 300. **Rwy 9,** 300-1¼ or std. with a min climb of 272' per NM to 300. **Rwy 14,** 500-3 or std. w/ a min. climb of 223' per NM to 600, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to DER.

Rwy 22L, 300-1 or standard when tower reports no tall vessels in the departure area. **Rwy 22R,** 300-1¾ or std. w/ a min climb of 320' per NM to 400. **Rwy 27,** std. w/ a min. climb of 477' per NM to 1300. **Rwys 32, 33R,** NA-environmental. **Rwy 33L,** 300-1¾ or std. w/ a min. climb of 226' per NM to 400, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2000' prior to DER.

DEPARTURE PROCEDURE: **Rwy 4L,** climb on a heading between 292° clockwise to 216° from DER, or minimum climb of 208' per NM to 1100 for all other courses. **Rwy 14,** climb on a heading between 322° clockwise to 258° from DER, or minimum climb of 237' per NM to 1100 for all other courses. **Rwys 22L, 22R,** climb heading 216° to 800 before turning right.

Rwy 33L, climb heading 331° to 700 before turning left.

NOTE: **Rwy 4L,** light on blast fence 184' from DER, 249' left of centerline, 6' AGL/23' MSL. Tree 2094' from DER, 92' left of centerline, 47' AGL/77' MSL. Tree 3975' from DER, 1486' left of centerline, 50' AGL/198' MSL. Tree 4228' from DER, 544' left of centerline, 47' AGL/143' MSL. Ship 694' from DER, on centerline, 50' AGL/50' MSL. Light on blast fence 230' from DER, 63' right of centerline, 6' AGL/23' MSL. Light on pole and multiple trees beginning 1806' from DER, 740' right of centerline, up to 33' AGL/79' MSL. **Rwy 4R,** light on pole and multiple trees beginning 1807' from DER, 403' left of centerline, up to 33' AGL/79' MSL. Ship 579' from DER, on centerline, 50' AGL/50' MSL. Crane 2001' from DER, 434' right of centerline, 101' AGL/114' MSL. Mobile crane 2009' from DER, 206' right of centerline, 114' AGL/134' MSL. **Rwy 9,** antenna on standpipe and tank beginning 5878' from DER, 1429' left of centerline, up to 138' AGL/217' MSL. Ship 763' from DER, on centerline, 65' AGL/65' MSL. **Rwy 14,** ship rig 5439' from DER, 1824' right of centerline, 176' AGL/176' MSL. Wind turbine 2.5 NM from DER, 2998' right of centerline, 401' AGL/434' MSL. **Rwy 15L,** sign 169' from DER, 279' right of centerline, 6' AGL/19' MSL. **Rwy 15R,** sign 45' from DER, 267' right of centerline, 6' AGL/16' MSL. **Rwy 22L,** rig 2441' from DER, 35' left of centerline, 176' AGL/176' MSL. Obstruction light pole 3586' from DER, 926' left of centerline, 108' AGL/128' MSL. Mobile crane 3676' from DER, 440' right of centerline, 122' AGL/145' MSL. **Rwy 22R,** rig 4586' from DER, 1535' left of centerline, 176' AGL/176' MSL. Rig 4064' from DER, 8' right of centerline, 176' AGL/176' MSL. Stacks 1.3 NM from DER, 1598' right of centerline, 255' AGL/278' MSL. **Rwy 27,** multiple buildings beginning 1.3 NM from DER, 129' left of centerline, up to 251' AGL/261' MSL. Light pole and rod on pole beginning 1691' from DER, 749' right of centerline, up to 60' AGL/100' MSL. Rig 4822' from DER, 35' right of centerline, 176' AGL/176' MSL. Multiple buildings beginning 1.7 NM from DER, 1479' right of centerline, up to 685' AGL/701' MSL.

GENERAL EDWARD LAWRENCE LOGAN INTL (CON'T)

Rwy 33L, multiple lights, rod on tank and light on building beginning 796' from DER, 604' left of centerline, up to 46' AGL/73' MSL. Building and chimney on building beginning 4301' from DER, 1079' left of centerline, up to 40' AGL/149' MSL. Bridge 1.4 NM from DER, 2615' left of centerline, 263' AGL/263' MSL. Multiple trees, wind direction indicator on tower and sign beginning 249' from DER, 51' right of centerline, up to 35' AGL/101' MSL.

BRIDGEPORT, CT

IGOR I. SIKORSKY MEMORIAL

TAKE-OFF MINIMUMS: **Rwy 29,** 600-2 or std. with a min. climb of 280' per NM to 700.

NOTE: **Rwy 6,** cross departure end of runway at or above 34' AGL/42' MSL. **Rwy 11,** 26' AGL/41' MSL road/vehicle 207' from departure end of runway. Cross departure end of runway at or above 35' AGL/43' MSL. **Rwy 24,** cross departure end of runway at or above 23' AGL/30' MSL. **Rwy 29,** cross departure end of runway at or above 35' AGL/45' MSL.

BRUNSWICK NAS (KNHZ)

BRUNSWICK, ME 09295

Rwy 1L, CAUTION: Cross DER at or above 30' AGL/102' MSL.

Rwy 1R, CAUTION: Cross DER at or above 10' AGL/82' MSL.

BURLINGTON, VT

BURLINGTON INTL (BTV)

AMDT 12 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** std. w/ min. climb of 288' per NM to 3200 or 3000-3 for climb in visual conditions. **Rwy 15,** std. w/ min climb of 447' per NM to 4800 or 3000-3 for climb in visual conditions. **Rwy 19,** std. w/ min climb of 377' per NM to 4100 or 3000-3 for climb in visual conditions. **Rwy 33,** std. w/ min of 210' per NM to 2400 or 3000-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 1,** climb heading 006° to 3200 before proceeding on course or for climb in visual conditions, cross Burlington Intl airport at or above 3200 before proceeding on course. **Rwy 15,** climb heading 146° to 3900 before proceeding on course or for climb in visual conditions, cross Burlington Intl airport at or above 3200 before proceeding on course. **Rwy 19,** climb heading 186° to 4100 before proceeding on course or for climb in visual conditions, cross Burlington Intl airport at or above 3200 before proceeding on course. **Rwy 33,** climb heading 326° to 2400 before proceeding on course or for climb in visual conditions, cross Burlington Intl airport at or above 3200 before proceeding on course.

NOTE: **Rwy 1,** trees beginning 575' from departure end of runway, 75' left of centerline, up to 61' AGL/380' MSL. Trees beginning 1396' from departure end of runway, 216' right of centerline, up to 45' AGL/384' MSL. **Rwy 15,** bush 318' from departure end of runway, 292' left of centerline, 4' AGL/343' MSL. Trees beginning 1400' from departure end of runway, 358' right of centerline, up to 88' AGL/1173' MSL. Trees beginning 1801' from departure end of runway, 377' left of centerline, up to 88' AGL/1197' MSL. Hopper 2029' from departure end of runway 524' left of centerline, 61' AGL/400' MSL. Building 3411' from departure end of runway, 1117' left of centerline, 110' AGL/430' MSL. **Rwy 19,** trees beginning 168' from departure end of runway, 24' right of centerline, up to 87' AGL/436' MSL. Trees beginning 172' from departure end of runway, 75' left of centerline, up to 74' AGL/413' MSL. **Rwy 33,** trees beginning 190' from departure end of runway, 225' right of centerline, up to 50' AGL/356' MSL. Pole 971' from departure end of runway, 755' left of centerline, 58' AGL/338' MSL. Trees beginning 1843' from departure end of runway, 866' left of centerline, up to 78' AGL/357' MSL.

CARIBOU, ME

CARIBOU MUNI

TAKE-OFF MINIMUMS: **Rwys 1, 11, 19, 29,** 300-1.

CHATHAM, MA

CHATHAM MUNI

TAKE-OFF MINIMUMS: **Rwy 6,** 300-1 or std. w/ min. climb of 462' per NM to 300. **Rwy 24,** 400-2 or std. w/ min. climb of 248' per NM to 500.

NOTE: **Rwy 6,** multiple trees beginning 26' from departure end of runway, 158' left of centerline, up to 100' AGL/169' MSL. Multiple trees beginning 62' from departure end of runway, 245' right of centerline, up to 100' AGL/159' MSL. **Rwy 24,** multiple trees beginning 179' from departure end of runway, 216' left of centerline, up to 100' AGL/159' MSL. Multiple trees beginning 318' from departure end of runway, 227' right of centerline, up to 100' AGL/159' MSL. Tower 1.6 NM from departure end of runway, 2526' right of centerline, 313' AGL/318' MSL.

CLAREMONT, NH

CLAREMONT MUNI

TAKE-OFF MINIMUMS: **Rwy 11,** 700-3 or std. with a min. climb of 490' per NM to 1400, or 3100 2½ for climb in visual conditions. **Rwy 29,** 1300-3 or 3100 2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 11, 29,** climb in visual conditions to cross Claremont Muni at or above 3000.

NOTE: **Rwy 11,** multiple trees and towers on rising terrain, 1.5 NM from departure end of runway, 3000' right of centerline, and 1.6 NM from departure end of runway, 2660' left of centerline, up to 200' AGL/1143' MSL. **Rwy 29,** multiple trees on rising terrain, 1.1 NM from departure end of runway, 800' left of centerline, and 1.3 NM from departure end of runway, 2000' right of centerline, up to 80' AGL/1044' MSL. Trees and towers 2 NM from departure end of runway on centerline, up to 200' AGL/929' MSL.

CONCORD, NH

CONCORD MUNI

TAKE-OFF MINIMUMS: **Rwy 12,** 500-1 or std. with a min. climb of 350' per NM to 1300. **Rwy 17,** 300-1 or std. with a min. climb of 220' per NM to 1200. **Rwy 30,** 800-3 or std. with a min. climb of 260' per NM to 1300. **Rwy 35,** 300-1 or std. with a min. climb of 320' per NM to 1300.

DEPARTURE PROCEDURE: **Rwy 12,** climb to 900 then climbing right turn to CON VORTAC before proceeding on course. **Rwy 17,** climb to 1200 before turning on course. **Rwy 35,** climb to 1300 before turning on course.

DANBURY, CT

DANBURY MUNI

TAKE-OFF MINIMUMS: **Rwy 8,** 600-2. **Rwy 17**, 600-1. **Rwy 26,** 500-2. **Rwy 35,** 900-2 or std. with a min. climb of 360' per NM to 1500.

DEPARTURE PROCEDURE: **Rwys 8, 17,** climb runway heading to 1200 before turning on course. **Rwys 26, 35,** climb runway heading to 1500 before proceeding on course.

DANIELSON, CT

DANIELSON

TAKE-OFF MINIMUMS: **Rwy 13,** 700-2 or std. with a min. climb of 300' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 13,** climb to 1100 before turning on course. **Rwy 31,** climb to 1000 feet before turning on course.

DEXTER, ME

DEXTER RGNL

TAKE-OFF MINIMUMS: **Rwy 7, 25,** NA.

DEPARTURE PROCEDURE: **Rwy 16,** climb runway heading to 1000 before turning westbound. **Rwy 34,** climb runway heading to 1800 before turning northeastbound.

EASTPORT, ME

EASTPORT MUNI

TAKE-OFF MINIMUMS: **Rwy 33,** 300-1 or std. with a min. climb of 240' per NM to 300.

ELIOT, ME

LITTLEBROOK AIR PARK

NOTE: **Rwy 12,** house 118'right of departure end of runway, 23' AGL/129' MSL. Brush 200' from departure end of runway, 66' left of centerline, 16' AGL/122' MSL. Trees 345' from departure end of runway, 140' left of centerline, 71' AGL/130' MSL. **Rwy 30,** trees 220' from departure end of runway, 125' right of centerline, 19' AGL/144' MSL. Brush 100' right of departure end of runway, 20' AGL/159' MSL.

FITCHBURG, MA

FITCHBURG MUNI

TAKE-OFF MINIMUMS: **Rwys 2, 14, 20,** NA-obstacles. **Rwy 32,** std. with a min. climb of 314' per NM to 1600, or 1500-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 32,** climb via heading 324° to 2600 before proceeding on course. For climb in visual conditions: cross Fitchburg Muni Airport at or above 1800.

NOTE: **Rwy 32,** multiple trees beginning 144' from departure end of runway, 260' left of centerline up to 100' AGL/796' MSL, multiple trees beginning 36' from departure end of runway, 150' right of centerline up to 100' AGL/796' MSL.

FRENCHVILLE, ME

NORTHERN AROOSTOOK RGNL

TAKE-OFF MINIMUMS: **Rwy 32,** 300-1¼ or std. w/ min. climb of 503' per NM to 1300.

NOTE: **Rwy 14,** trees beginning 101' from departure end of runway, 348' right of centerline, up to 80' AGL/1079' MSL. **Rwy 32,** trees beginning 3128' from departure end of runway, 952' left of centerline, up to 80' AGL/1179' MSL, trees beginning 1608' from departure end of runway, 433' right of centerline, up to 80' AGL/1119' MSL.

FRYEBURG, ME

EASTERN SLOPES RGNL (IZG)
AMDT 4 08325 (FAA)

TAKE-OFF MINIMUMS: **Rwy 14,** std. with a min. climb of 310' per NM to 2100, or 1600-3 for climb in visual conditions. **Rwy 32,** 300-1½ with a min. climb of 471' per NM to 6600, or 1600-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 14,** climb heading 143° to 3000 before turning. For climb in visual conditions cross Eastern Slopes Rgnl airport at or above 3800 before proceeding on course. **Rwy 32,** for climb in visual conditions cross Eastern Slopes Rgnl airport at or above 3800 before proceeding on course.

NOTE: **Rwy 32,** tree 454' from departure end of runway, 558' left of centerline, 100' AGL/579' MSL. Trees beginning 1249' from departure end of runway, 734' right of centerline, up to 100' AGL/659' MSL. Trees and tower beginning 1.1 NM from departure end of runway, 2155' left of centerline, up to 100' AGL/1139' MSL.

GARDNER, MA

GARDNER MUNI

TAKE-OFF-MINIMUMS: **Rwy 18,** 300-1. **Rwy 36,** 500-2.

GREAT BARRINGTON, MA

WALTER J. KOLADZA

TAKE-OFF MINIMUMS: **Rwy 11,** 1200-2 or std. with a min. climb of 440' per NM until passing 2000. **Rwy 29,** 800-2 or std. with a min. climb of 310' per NM to 1600.

DEPARTURE PROCEDURE: **Rwys 11, 29,** climb runway heading to 2200 before proceeding on course.

GREENVILLE, ME

GREENVILLE MUNI

TAKE-OFF MINIMUMS: **Rwy 3,** 1000-3.
Rwys 21, 32, 300-1.

DEPARTURE PROCEDURE: **Rwy 3,** climbing left turn heading 005° to 3000 before proceeding on course. **Rwys 14, 21,** climb runway heading to 3000 before proceeding on course. **Rwy 32,** climbing right turn heading 005° to 3000 before proceeding on course.

GREENVILLE SEAPLANE BASE

TAKE-OFF MINIMUMS: **North/South,** 600-1.

DEPARTURE PROCEDURE: **North,** climb to 3400 via heading 360° before proceeding on course. **South,** climb to 3400 via heading 180° before proceeding on course.

GROTON (NEW LONDON), CT

GROTON-NEW LONDON

TAKE-OFF MINIMUMS: **Rwy 33,** 300-1 or std. with a min. climb of 350' per NM to 300.

DEPARTURE PROCEDURE: **Rwy 33,** climb via heading 329° to 500, then climbing right turn to intercept GON VOR/DME R-335 to 2000 before proceeding on course.

NOTE: **Rwy 5,** road, multiple trees, obstruction lights and towers beginning 215' from departure end of runway, 500' left of centerline, up to 70' AGL/91' MSL. Tree 1.3 NM from departure end of runway, 1083' left of centerline, 87' AGL/202' MSL. **Rwy 15,** bush 53' from departure end of runway, 238' right of centerline, 8' AGL/11' MSL. Multiple trees beginning 1769' from departure end of runway, 276' left of centerline, up to 30' AGL/156' MSL. **Rwy 23,** bush 570' from departure end of runway, 490' right of centerline, 12' AGL/21' MSL. **Rwy 33,** railroad, obstruction lights and trees beginning 160' from departure end of runway, crossing centerline, up to 20' AGL/88' MSL. Multiple trees, obstruction lights and tanks beginning 4475' from departure end of runway, 1397' left of centerline, up to 55' AGL/226' MSL.

HARTFORD, CT

HARTFORD-BRAINARD

TAKE-OFF MINIMUMS: **Rwys 11,29,** NA

DEPARTURE PROCEDURE: **Rwy 2,** climb runway heading to 1000 before proceeding on course. **Rwy 20,** climb to 1900 via heading 175° before proceeding on course.

NOTE: **Rwy 2,** 100' AGL treeline 169' from departure end of runway, right of centerline to 2545' from departure end of runway, 191' left of centerline. **Rwy 20,** 100' AGL treeline 1290' from departure end of runway, 497' right of centerline to 2503' from departure end of runway, 32' left of centerline.

HAVERHILL, NH

DEAN MEMORIAL

TAKE-OFF MINIMUMS: **Rwy 1,** std. w/ min. climb of 339' per NM to 2000, or 1800-2 for climb in visual conditions. **Rwy 19,** NA terrain.

DEPARTURE PROCEDURE: **Rwy 1,** climbing left turn heading 240° and LEB VOR/DME R-029 to 4800 before proceeding on course. Do not exceed 180 KIAS until established on LEB VOR/DME R-029. For climb in visual conditions: Cross Dean Memorial Airport southwest bound at or above 2200 via LEB VOR/DME R-036 to 5000 before proceeding on course. Do not exceed 180 KIAS until established on LEB VOR/DME R-036.

NOTE: **Rwy 1,** multiple buildings beginning 180' from departure end of runway, 74' left of centerline, up to 25' AGL/571' MSL. Building 300' from departure end of runway, 100' right of centerline, 35' AGL/584' MSL. Vehicles at departure end of runway, beginning 500' right of centerline,to 500' left of centerline 15' AGL/596' MSL. Multiple trees beginning 1450' from departure end of runway left and right of centerline, up to 100' AGL/599' MSL. Multiple trees beginning 1.3 NM from departure end of runway left and right of centerline, up to 100' AGL/819' MSL. Multiple trees and towers beginning 1.7 NM from departure end of runway left and right of centerline, up to 200' AGL/919' MSL.

HIGHGATE, VT

FRANKLIN COUNTY STATE

NOTE: **Rwy 19,** trees 979' from departure end of runway, 604' right of centerline, 77' AGL/294' MSL. Trees 1008' from departure end of runway, 600' right of centerline, 83' AGL/300' MSL.

HOPEDALE, MA

HOPEDALE INDUSTRIAL PARK

TAKE-OFF MINIMUMS: **Rwy 18,** 300-1 or std. with a min. climb of 320' per NM to 900. **Rwy 36,** 600-1 or std. with a min. climb of 280' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 18,** climb runway heading to 900 before turning on course. **Rwy 36,** climb runway heading to 1100 before turning on course.

HOULTON, ME

HOULTON INTL

TAKE-OFF MINIMUMS: **Rwys 1, 5,** 300-1. **Rwy 19,** 500-1. **Rwy 23,** 300-1 or std. with a min. climb of 220' per NM to 700.

HYANNIS, MA

BARNSTABLE MUNI-BOARDMAN/POLANDO FIELD (HYA)

AMDT 3A 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 33,** 300-1 or std. with a min. climb of 354' per NM to 300.

DEPARTURE PROCEDURE: **Rwys 24,33,** climb runway heading to 700 before proceeding on course.

NOTE: **Rwy 33,** pole 3961' from departure end of runway, 1531' right of centerline, 97' AGL/235' MSL.

JAFFREY, NH

JAFFREY AIRPORT-SILVER RANCH

TAKE-OFF MINIMUMS: **Rwys 16, 34,** 500-1.

DEPARTURE PROCEDURE: **Rwy 16,** climb to 3000 direct to GDM VOR/DME before proceeding on course. **Rwy 34,** climbing right turn to 3000 direct to GDM VOR/DME before proceeding on course.

KEENE, NH

DILLANT-HOPKINS

TAKE-OFF MINIMUMS: **Rwy 2,** 1200-2. **Rwy 14,** 2200-2 or std. with a min. climb of 450' per NM to 2500. **Rwy 20,** 1000-2 or std. with a min. climb of 320' per NM to 1700. **Rwy 32,** 1600-2.

DEPARTURE PROCEDURE: **Rwy 2,** climb runway heading to 2100, then climbing left turn to assigned altitude direct EEN VORTAC before proceeding on course. **Rwy 14,** climb runway heading to 2500, then climbing right turn to assigned altitude direct EEN VORTAC before proceeding on course. **Rwy 20**, climb direct EEN VORTAC until passing 3000, if not at 3000 or above at EEN VORTAC climb in EEN holding pattern; (NE, right turns, 215° inbound) before proceeding on course. **Rwy 32,** climbing right turn heading 350° to 2100, then climbing left turn to assigned altitude direct EEN VORTAC before proceeding on course.

NOTE: **Rwy 2,** 81' AGL trees 400' from departure end of runway and 500' right of centerline. **Rwy 32,** 89' AGL trees 800' from departure end of runway and 600' right of centerline.

LACONIA, NH

LACONIA MUNI (LCI)

AMDT 4 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8,** 600-1¾ or std. w/ min. climb of 652' per NM to 1300. **Rwy 26,** 300-1 or std. w/ min. climb of 421' per NM to 900.

DEPARTURE PROCEDURE: **Rwy 8,** climb to 2500 via heading 079° and ENE VORTAC R-315 inbound to 3500 before proceeding on course. **Rwy 26,** climb heading 264° to 2500 before proceeding on course.

NOTE: **Rwy 8,** trees, terrain, and pole beginning 65' from DER, 20' right of centerline, up to 50' AGL/1112' MSL. Trees and terrain beginning 93' from DER, 5' left of centerline, up to 71' AGL/590' MSL. **Rwy 26,** trees and antenna on tower beginning 123' from DER, 42' left of centerline, up to 84' AGL/743' MSL. Trees beginning 2145' from DER, 626' right of centerline, up to 93' AGL/672' MSL.

LAWRENCE, MA

LAWRENCE MUNI

TAKE-OFF MINIMUMS: **Rwy 5,** 300-1 or std. with a min. climb of 290' per NM to 400. **Rwy 14,** 300-1 or std. with a min.climb of 430' per NM to 500. **Rwy 23,** 300-1 or std. with a min. climb of 240' per NM to 400. **Rwy 32,** 300-1.

LEBANON, NH

LEBANON MUNI (LEB)
AMDT 2 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7,**300-1 w/ min. climb of 380' per NM to 3100, or 2000-3 for climb in visual conditions. **Rwy 18,** std. w/ min. climb of 380' per NM to 3800, or 2000-3 for climb in visual conditions. **Rwy 25,** std. w/ min. climb of 380' per NM to 3100, or 2000 - 3 for climb in visual conditions. **Rwy 36,** std. w/ min. climb of 350' per NM to 1800, or 2000-3 for climb in visual conditions**.**

DEPARTURE PROCEDURE: **Rwy 7,** climb heading 075° to 1900 before proceeding on course. **Rwy 18,** climb heading 184° to 3100 before proceeding on course. **Rwy 25,** climb heading 255° to 3100 before proceeding on course. **Rwy 36,** climb heading 004° to 1800 before proceeding on course. **Rwys 7, 18, 25, 36,** - for climb in visual conditions: cross Lebanon Muni airport at or above 2500 before proceeding on course.

NOTE: **Rwy 7,** numerous trees beginning 104' from departure end of runway, 255' right of centerline up to 112' AGL/752' MSL. Pole 505' from departure end of runway, 391' right of centerline, 72' AGL/672' MSL. Bush 426' from departure end of runway, 259' right of centerline, 9' AGL/589' MSL. Multiple trees beginning 13' from departure end of runway, 209' left of centerline, up to 100' AGL/1100' MSL.**Rwy 18,** numerous trees, and obstruction light poles beginning 288' from departure end of runway, 107' right of centerline, up to 100' AGL/ 784' MSL. Numerous trees and obstruction light poles beginning 433' from departure end of runway, 206' left of centerline, up to 82' AGL/962' MSL. Bush 216' from departure end of runway, 471' right of centerline, 16' AGL/619' MSL.**Rwy 25,** multiple trees beginning 340' from departure end of runway, 400' left of centerline, up to 91' AGL/871' MSL. Tree 382' from departure end of runway, 502' right of centerline, 91' AGL/581' MSL. **Rwy 36,** multiple trees beginning 243' from departure end of runway, 355' left of centerline, up to 81' AGL/581' MSL. Pole 155' from departure end of runway, 505' left of centerline, 30' AGL/590' MSL. Tree 357' from departure end of runway, 511' right of centerline, 83' AGL/583' MSL.

LINCOLN, ME

LINCOLN RGNL

TAKE-OFF MINIMUMS: **Rwy 17,**800-2.**Rwy 35,**300-1.

LYNDONVILLE, VT

CALEDONIA COUNTY

TAKE-OFF MINIMUMS: **Rwy 2,**500-2.

DEPARTURE PROCEDURE: **Rwy 2,** climb heading 024° to 2500, then climbing right turn via heading 190° and LLX bearing 040° to LLX NDB, then via LLX NDB 220° bearing to 4200 before proceeding on course. **Rwy 20,** climb heading 190°, then climbing left turn on 165° bearing from LLX NDB to 3400 before proceeding on course.

NOTES: **Rwy 2,** multiple trees beginning 795' from departure end of runway, 361' left of centerline, up to 80' AGL/1536' MSL. Terrain 184' from departure end of runway, 533' left of centerline, 1200' MSL. Terrain 346' from departure end of runway, 578' left of centerline, 1220' MSL. Terrain 550' from departure end of runway, 638' left of centerline, 1240' MSL. **Rwy 20,** multiple trees beginning 2' from departure end of runway, 174' right of centerline, up to 80' AGL/1261' MSL. Terrain 470' from departure end of runway, 75' left of centerline, 1200' MSL.

MACHIAS, ME

MACHIAS VALLEY

TAKE-OFF MINIMUMS: **Rwy 18,** 400-2 or std. with a min. climb of 350' per NM to 700. **Rwy 36,** 400-2 or std. with a min. climb of 370' per NM to 600.

NOTE: **Rwy 18,** numerous terrain/trees right and left of runway centerline within 8000' from departure end of runway, up to 100' AGL/479' MSL. **Rwy 36,** numerous terrain/trees left and right of runway centerline within 15000' of departure end of runway, up to 100' AGL/439' MSL. Tower 7929' from departure end of runway 883' left of centerline, 85' AGL/403' MSL.

MANCHESTER, NH

MANCHESTER (MHT)
AMDT9 08325 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** 300-1¼ or std. w/ min. climb of 277' per NM to 600. **Rwy 35,** 300-1½ or std. w/ min. climb of 253' per NM to 500.

DEPARTURE PROCEDURE: **Rwy 6,** climb heading 058° to 1000 before turning right. **Rwy 24,** climb heading 245° to 900 before proceeding on course. **Rwy 35,** climb heading 353° to 1300 before turning left.

NOTE: **Rwy 6,** trees beginning 238' from departure end of runway, 266' left of centerline, up to 108' AGL/308' MSL. Trees beginning 272' from departure end of runway, 378' right of centerline, up to 67' AGL/277' MSL. **Rwy 17,** trees, poles, and buildings beginning 761' from departure end of runway, 4' right of centerline, up to 98' AGL/433' MSL. Sign, pole, trees, and buildings beginning 976' from departure end of runway, 2' left of centerline, up to 108' AGL/457' MSL. **Rwy 24,** trees beginning 810' from departure end of runway, 424' left of centerline, up to 123' AGL/293' MSL. **Rwy 35,** tree and poles beginning 719' from departure end of runway, 558' right of centerline, up to 51' AGL/281' MSL. Pole and trees beginning 891' from departure end of runway, 527' left of centerline, up to 80' AGL/414' MSL.

MANSFIELD, MA

MANSFIELD MUNI

TAKE-OFF MINIMUMS: **Rwy 32,** 300-1. **Rwys 4,22,** NA.

MARSHFIELD, MA

MARSHFIELD MUNI-GEORGE HARLOW FIELD

TAKE-OFF MINIMUMS: **Rwy 24,** 300-2¾ or std. w/ min. climb of 234' per NM to 400.

NOTE: **Rwy 6,** multiple trees beginning 715' from departure end of runway, 163' left of centerline, up to 60' AGL/69' MSL, boat mast 2608' from departure end of runway on centerline, 125' AGL/125' MSL. **Rwy 24,** multiple trees beginning 221' from departure end of runway, 541' left of centerline, up to 60' AGL/69' MSL, trees beginning 810' from departure end of runway, 26' right of centerline, up to 60' AGL/69' MSL, multiple trees beginning 3077' from departure end of runway, 1022' left of centerline, up to 200' AGL/299' MSL, multiple trees beginning 9899' from departure end of runway, 493' left of centerline, up to 200' AGL/289' MSL, multiple trees beginning 1039' from departure end of runway, 1177' right of centerline, 200' AGL/299' MSL.

MERIDEN, CT

MERIDEN MARKHAM MUNI

TAKE-OFF MINIMUMS: **Rwy 18,** 500-3 or std. w/ min. climb of 235' per NM to 1100. **Rwy 36,** std. w/ min. climb of 420' per NM to 1600, or 1500-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 18,** climb heading 176° to 1100 before proceeding on course. **Rwy 36,** climbing left turn heading 320° to 1600 before proceeding on course, or for climb in visual conditions, cross Meriden Markham Municipal at or above 1500 before proceeding on course.

NOTE: **Rwy 18,** 200' AAO 1.9 NM from departure end of runway, 3441' left of centerline, 200' AGL/417' MSL. 200' AAO 1.9 NM from departure end of runway, 3563' left of centerline, 200' AGL/417' MSL. Terrain 50' from departure end of runway, 440' right of centerline, 109' MSL. 200' AAO 1.9 NM from departure end of runway, 3346' left of centerline, 200' AGL/410' MSL. Terrain 122' from departure end of runway, 223' right of centerline, 105' MSL. 200' AAO 2.5 NM from departure end of runway, 1984' left of centerline, 200' AGL/483' MSL. 200' AAO 2.5 NM from departure end of runway, 1889' left of centerline, 200' AGL/489' MSL. Multiple powerlines beginning 500' from departure end of runway, 216' right of centerline, up to 52' AGL/172' MSL. Multiple powerlines beginning 781' from departure end of runway, 192' left of centerline, up to 52' AGL/150' MSL. **Rwy 36,** multiple towers 3 NM from departure end of runway, 2284' right of centerline, up to 1117' AGL/1220' MSL. Multiple terrain/AAO 2.5 NM from departure end of runway, 3748' right of centerline, up to 200' AGL/903' MSL.

MILLINOCKET, ME

MILLINOCKET MUNI

TAKE-OFF MINIMUMS: **Rwy 29,** 700-1 or std. with a min. climb of 270' per NM to 1300. **Rwy 34,** 700-1 or std. with a min. climb of 290' per NM to 1300.

MONTAGUE, MA

TURNERS FALLS

TAKE-OFF MINIMUMS: **Rwy 16,** 1200-1. **Rwy 34,** 1300-1 or std. with a min. climb rate of 370' per NM to 1900.

MORRISVILLE, VT

MORRISVILLE-STOWE STATE

TAKE-OFF MINIMUMS: **Rwy 1,** 2000-2 or std. with a min. climb of 300' per NM to 2400. **Rwy 19,** 2100-3.

DEPARTURE PROCEDURE: **Rwy 1,** climbing right turn direct JRV NDB, continue climb to 2400 via the JRV bearing 050°, then climbing right turn direct to JRV NDB, continue climb in hold (NE, left turns, 230° inbound) to 3500 before proceeding on course. **Rwy 19,** climbing right turn direct JRV NDB and climb in the hold (NE, left turns, 230° inbound) to 3500 before proceeding on course.

NOTE: TAKE-OFF MINIMUMS restricted to CAT A & B aircraft only.

NANTUCKET, MA

NANTUCKET MEMORIAL

TAKE-OFF MINIMUMS: **Rwy 12,** 700-1 or std. with a min. climb of 330' per NM to 800.

DEPARTURE PROCEDURE: **Rwys 6,12,15,24,30, 33,** climb runway heading to 800 before proceeding on course.

NOTE: **Rwy 33,** 70' AGL ant. on building 954' from departure end of runway, 585' right of centerline.

NASHUA, NH

BOIRE FIELD

DEPARTURE PROCEDURE: **Rwy 32,** climb heading 319° to 900 before proceeding on course.

NOTE: **Rwy 14,** REIL, multiple poles, and multiple trees beginning 18' from departure end of runway, 60' left of centerline, up to 99' AGL/289' MSL. Pole, REILS, and multiple trees beginning 20' from departure end of runway, 97' right of centerline, up to 89' AGL/283' MSL. **Rwy 32,** multiple trees beginning 340' from departure end of runway, 249' left of centerline, up to 87' AGL/296' MSL. Multiple trees beginning 1694' from departure end of runway, 191' right of centerline, up to 87' AGL/295' MSL.

NEW BEDFORD, MA

NEW BEDFORD RGNL

TAKE-OFF MINIMUMS: **Rwy 14,** 300-1 or std. with a min. climb of 280' per NM to 300. **Rwy 32,** 300-1 or std. with a min. climb of 270' per NM to 300.

NEW HAVEN, CT

TWEED-NEW HAVEN

TAKE-OFF MINIMUMS: **Rwy 2,** 300-1. **Rwy 14,** 300-1 or std. with a min. climb of 340' per NM until 200. **Rwy 20,** 300-1 or std. with a min. climb of 240' per NM until 100. **Rwy 32,** 400-1 or std. with a min. climb of 420' per NM until 500.

NEWPORT, RI

NEWPORT STATE (UUU)
AMDT 3 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4,** 300-2¼ or std. with a min. climb of 230' per NM to 600, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2100' prior to departure end of runway. **Rwy 16,** 200-1 or std. w/ min. climb of 430' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 4,** climb heading 039° to 1200 before proceeding on course.

NOTE: **Rwy 4,** trees beginning 1.7 NM from departure end of runway, 916' right of centerline, up to 100' AGL/ 459' MSL. **Rwy 16,** tower 3782' from departure end of runway, 666' right of centerline, 100' AGL/285' MSL, tower 4203' from departure end of runway, 1100' right of centerline, 132' AGL/310' MSL. **Rwy 34,** terrain 102' from departure end of runway, 424' right of centerline, 159' MSL, vehicle on road 726' from departure end of runway, 602' right of centerline.

NEWPORT, VT

NEWPORT STATE

TAKE-OFF MINIMUMS: **Rwy 5,** 1000-3 or std. with a min. climb of 500' per NM to 2900. **Rwy 23,** 1000-3 or std. with a min. climb of 410' per NM to 2900.

DEPARTURE PROCEDURE: **Rwy 5,** climb direct EFK NDB. Climb in hold to 5000 before proceeding on course. **Rwys 18,23,** climb to 1400, then climbing left turn direct EFK NDB to cross EFK NDB at or above 2900. Climb in hold to 5000 before proceeding on course. **Rwy 36,** climb to 1400, then climbing right turn direct EFK NDB. Climb in hold to 5000 before proceeding on course.

NORRIDGEWOCK, ME

CENTRAL MAINE AIRPORT OF NORRIDGEWOCK

TAKE-OFF MINIMUMS: **Rwy 3,** 300-1. **Rwy 15,** 300-1 or std. with a min. climb rate of 300' until passing 700. **Rwy 21,** 1100-2 or std. with a min. climb rate of 210' until passing 1700.

DEPARTURE PROCEDURE: **Rwy 21,** climb runway heading to 800 before turning southeast. **Rwy 33,** climbing right turn direct AUG VOR/DME before proceeding on course.

NORTH KINGSTOWN, RI

QUONSET STATE

TAKE-OFF MINIMUMS: **Rwy 5,** 300-1 or std. with a min. climb of 320' per NM to 300. **Rwy 16,** 300-1 or std. with a min. climb of 250' per NM to 300.

NORTHAMPTON, MA

NORTHAMPTON

TAKE-OFF MINIMUMS: **Rwy 14,** 1300-2. **Rwy 32,** 1700-2 or std. with a min. climb of 330' per NM to 2000.

DEPARTURE PROCEDURE: **Rwy 14,** climb runway heading to 1300 before proceeding on course. **Rwy 32,** climb runway heading to 2000 before proceeding on course.

NOTE: **Rwy 14,** 80' AGL trees 7510' from departure end of runway, 2242' right of centerline.

NORWOOD, MA

NORWOOD MEMORIAL (OWD)
AMDT 5 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10,** 300 - 2 ¼ or std. w/ min. climb of 340' per NM to 400. **Rwy 17,** 300 – 2¼ or std. w/ min. climb of 220' per NM to 400, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1600' prior to DER. **Rwy 28,** 400 - 2 or std. w/ min. climb of 385' per NM to 400. **Rwy 35,** 300 - 2 or std. w/ min. climb of 230' per NM to 500, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2100' prior to DER.

DEPARTURE PROCEDURE: **Rwy 10,** climb heading 104° to 1100 before turning north. **Rwy 28,** climb heading 284° to 700 before turning north. **Rwy 35,** climb heading 335° to 1900 before turning east.

NOTE: **Rwy 10,** trees and bushes beginning abeam DER, 177' right of centerline, up to 100' AGL/178' MSL. Tree 4488' from DER, 911' right of centerline, up 100' AGL/ 237' MSL. Tree 5428' from DER, 1946' right of centerline, 100' AGL/267' MSL. Trees beginning abeam DER, 34' left of centerline, up to 100' AGL/149' MSL. Tree 1.90 NM from DER 2124' left of centerline, 100' AGL/346' MSL. **Rwy 17,** trees beginning 42' from DER, 248' left of centerline, up to 78' AGL/126' MSL. Tree1.2 NM from DER, 2183' left of centerline, 100' AGL/257' MSL. Trees beginning 612' from DER, 155' right of centerline, up to 100' AGL/198' MSL. Tree 1.8 NM from DER, 3301' right of centerline, 100' AGL/346' MSL. **Rwy 28,** trees beginning 594' from DER, 41' left of centerline, up to 70' AGL/188' MSL. Building 173' from DER, 514' left of centerline, 30' AGL/79' MSL. Stack, spire, rod on stack, light, antenna, and power poles beginning 202' from DER, 211' left of centerline, up to 99' AGL/335' MSL. Building 173' from DER, 514' left of centerline, 30' AGL/79' MSL. Vehicle on highway 1499' from DER, 877' left of centerline, 17' AGL/105' MSL. Spire, pole, antenna on tank, and antenna on spire beginning 1225' from DER, 301' right of centerline, up to 70' AGL/335' MSL. Vehicle on highway 1,316' from DER, 459' right of centerline, 17' AGL/85' MSL. Building 1016' from DER 59' right of centerline, 30' AGL/89' MSL. Tower 4466' from DER, 238' right of centerline, 157' AGL/262' MSL. Tree 1.7 NM from DER, 673' right of centerline, 100' AGL/365' MSL. Trees 549' from DER, 49' right of centerline, up to 70' AGL/188' MSL. **Rwy 35,** trees beginning 647' from DER, 36' left of centerline, up to 74' AGL/133'MSL. Tree 1.4 NM from DER, 2382' left of centerline, up to 100' AGL/306' MSL. Tree 1.7 NM from DER, 2657' left of centerline, up to 100' AGL/316' MSL. Buildings 1994' from DER, 1031' left of centerline, up to 70' AGL/129' MSL. Trees beginning 694' from DER, 60' right of centerline, up to 73' AGL/125' MSL. Poles beginning 5686' from DER, 769' right of centerline, up to 148' AGL/216' MSL

OLD TOWN, ME

DEWITT FIELD OLD TOWN MUNI

NOTE: **Rwy 4,** trees beginning 61' from departure end of runway, 337' right of centerline, up to 80' AGL/239' MSL. Trees beginning 281' from departure end of runway 363' left of centerline, up to 80' AGL/199' MSL. **Rwy 12,** trees beginning 338' from departure end of runway, 33' right of centerline, up to 80' AGL/259' MSL. **Rwy 22,** trees beginning 223' from departure end of runway, 296' left of centerline, up to 80' AGL/239' MSL. Trees beginning 514' from departure end of runway, 184' right of centerline, up to 80' AGL/209' MSL. **Rwy 30,** trees beginning 952' from departure end of runway, 55' left of centerline, up to 80' AGL/199' MSL.

ORANGE, MA

ORANGE MUNI

TAKE-OFF MINIMUMS: **Rwys 1,14,19,32,** 800-1.

DEPARTURE PROCEDURE: Depart over the airport at 1300, climb to 3500 direct GDM VOR/DME, depart GDM VOR/DME at assigned enroute altitude.

OXFORD, CT

WATERBURY-OXFORD

TAKE-OFF MINIMUMS: **Rwy 36,** 300-1 or std. w/ a min. climb of 240' per NM to 1000, alternatively, w/ std. takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to departure end of runway.

NOTE: **Rwy 18,** multiple trees and transmission towers beginning 510' from departure end of runway, 595' left of centerline, up to 100' AGL/777' MSL. Tree 2157' from departure end of runway, 154' from centerline, up to 100' AGL/735' MSL. **Rwy 36,** multiple trees and terrain beginning 464' from departure end of runway, 535' from centerline, up to 100' AGL/881' MSL. Tree 54' from departure end of runway, 450' left of centerline, up to 100' AGL/736' MSL. Tree 618' from departure end of runway, 369' left of centerline, up to 100' AGL/745' MSL.

OXFORD, ME

OXFORD COUNTY RGNL

TAKE-OFF MINIMUMS: **Rwy 15,** 600-3 or 1800-2½ for climb in visual conditions. **Rwy 33,** std. w/ min. climb of 475' per NM to 2000, or 1800-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 15,** climb heading 149° to 1300 before proceeding on course or for climb in visual conditions cross Oxford County Rgnl Airport at or above 2000 before proceeding on course. **Rwy 33,** climb heading 329° to 2000 before proceeding on course or for climb in visual conditions cross Oxford County Rgnl Airport at or above 2000 before proceeding on course.

NOTE: **Rwy 15,** multiple trees beginning 3607' from departure end of runway, 572' left of centerline, up to 100' AGL/679' MSL. Multiple assumed obstacles beginning 1.7 NM from departure end of runway, 1478' left of centerline, up to 200' AGL/849' MSL. **Rwy 33,** multiple trees beginning 4121' from departure end of runway, 70' left of centerline, up to 100' AGL/499' MSL. Multiple trees beginning 5446' from departure end of runway, 239' right of centerline, up to 100' AGL/719' MSL. Multiple assumed obstacles beginning 1.6 NM from departure end of runway, 393' right of centerline, up to 200' AGL/1079' MSL.

PAWTUCKET, RI

NORTH CENTRAL STATE (SFZ)

AMDT 3 09127 (FAA)

NOTE: **Rwy 5,** tree 105' from DER, 233' right of centerline, 15' AGL/434' MSL. Wind sock 2' from DER, 233' right of centerline, 15' AGL/426' MSL. Bush 41' from DER, 250' left of centerline, 14' AGL/428' MSL. Tree 470' from DER, 294' left of centerline, 14' AGL/433' MSL. **Rwy 15,** trees beginning 149' from DER, 218' left of centerline, up to 99' AGL/500' MSL. Multiple trees beginning 70' from DER, 129' right of centerline, up to 99' AGL/593' MSL. **Rwy 23,** multiple trees beginning 145' from DER, 252' left of centerline, up to 30' AGL/449' MSL. **Rwy 33,** multiple trees beginning 24' from DER, 120' right of centerline, up to 69' AGL/494' MSL. Multiple trees beginning 142' from DER, 41' left of centerline, up to 69' AGL/464' MSL.

PITTSFIELD, MA

PITTSFIELD MUNI

TAKE-OFF MINIMUMS: **Rwys 14, 32,** NA.

Rwy 8, 1100-2 or std. with a min. climb of 270' per NM to 2500. **Rwy 26,** 800-2 or std. with a min. climb of 360' per NM to 2100.

DEPARTURE PROCEDURE: **Rwy 8,** climb runway heading to 2000, then climbing right turn via CTR R-331 to 3000 before proceeding on course. **Rwy 26,** climb runway heading to 2400 before proceeding on course.

NOTE: **Rwy 8,** 120' AGL tree 370' from departure end of runway, 533' right of centerline.

PITTSFIELD, ME

PITTSFIELD MUNI

TAKE-OFF MINIMUMS: **Rwys 1, 19,** 300-1.

PLYMOUTH, MA

PLYMOUTH MUNI

TAKE-OFF MINIMUMS: **Rwy 6,** 300-1 or std. with a min. climb of 390' per NM to 500. **Rwys 15,** 300-1. **Rwy 24,** 300-1 or std. with a min. climb of 220' per NM to 400. **Rwy 33,** 300-1 or std. with a min. climb of 210' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 6,** climb runway heading to 900 before proceeding on course.

PORTLAND, ME

PORTLAND INTL JETPORT (PWM)
AMDT 4 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 11,** 200-1¼ or std. w/ min. climb of 270' per NM to 400. **Rwy 36,** 400-2 ¾ or std. w/ min. climb of 265' per NM to 700.

NOTE: **Rwy 11,** trees beginning 6012' from departure end of runway, 2043' left of centerline, up to 100' AGL/248' MSL. Trees beginning 225' from departure end of runway, 540' right of centerline, up to 100' AGL/139' MSL. **Rwy 18,** towers 960' from departure end of runway, 666' right of centerline, up to 86' AGL/152' MSL. Building 1156' from departure end of runway, 758' right of centerline, 70' AGL/121' MSL. Trees beginning 149' from departure end of runway, 309' right of centerline, up to 100' AGL/130' MSL. Trees beginning 1227' from departure end of runway, 404' left of centerline, up to 60' AGL/101' MSL. **Rwy 29,** trees beginning 2294' from departure end of runway, 833' left of centerline, up to 100' AGL/200' MSL. Trees beginning 3000' from departure end of runway, 1195' right of centerline, up to 100' AGL/178' MSL. **Rwy 36,** towers beginning 2.1NM from departure end of runway, 1368' right of centerline, up to 360' AGL/481' MSL. Trees beginning 22' from departure end of runway, 494' left of centerline, up to 100' AGL/111' MSL. Trees beginning 1280' from departure end of runway, 831' right of centerline, up to 100' AGL/128' MSL. Vehicles on road, light poles, fence and building 20' from departure end of runway, 423' left of centerline, up to 50' AGL/81' MSL.

PORTSMOUTH, NH

PORTSMOUTH INTERNATIONAL AT PEASE

DEPARTURE PROCEDURE: **Rwy 16,** use PEASE DEPARTURE.

NOTE: **Rwy 34,** building 519' from departure end of runway, 439' right of centerline, 15' AGL/115' MSL, trees beginning 2752' from departure end of runway, 1090' right of centerline, up to 90' AGL/170' MSL.

PRESQUE ISLE, ME

NORTHERN MAINE RGNL AIRPORT AT PRESQUE ISLE

TAKE-OFF MINIMUMS: **Rwy 1,** 300-1 or std. with a min. climb of 360' per NM to 900. **Rwy 10,** 300-1 or std. with a min. climb of 250' per NM to 900. **Rwy 19,** 800-1 or std. with a min. climb of 230' per NM to 1600.

DEPARTURE PROCEDURE: **Rwy 1,** climb runway heading to 1200 before proceeding on course. **Rwy 10,** climb runway heading to 1700 before proceeding on course.

PRINCETON, ME

PRINCETON MUNI

DEPARTURE PROCEDURE: **Rwy 24,** climbing right turn direct PNN VOR/DME before proceeding on course.

PROVIDENCE, RI

THEODORE FRANCIS GREEN STATE

TAKE-OFF MINIMUMS: **Rwy 34,** std. w/ a min. climb of 269' per NM to 500, or 300-2 w/ a min. climb of 250' per NM to 1200, or 1000-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 34,** for climb in visual conditions: cross Theodore Francis Green State Airport at or above 900 MSL before proceeding on course.

NOTE: **Rwy 5,** multiple trees beginning 1272' from departure end of runway, 506' left of centerline, up to 50' AGL/109' MSL. Multiple trees beginning 1541' from departure end of runway, 738' right of centerline, up to 73' AGL/123' MSL. **Rwy 16,** multiple trees beginning 85' from departure end of runway, 98' right of centerline, up to 36' AGL/105' MSL. Multiple trees beginning 364' from departure end of runway, 127' left of centerline, up to 68' AGL/112' MSL. Multiple light poles beginning 2797' from departure end of runway, 914' right of centerline, up to 66' AGL/110' MSL. Antenna 3890' from departure end of runway, 1352' right of centerline, 91' AGL/151' MSL. Tower 3931' from departure end of runway, 1377' right of centerline, 77' AGL/137' MSL. **Rwy 34,** vent 105' from departure end of runway, 310' right of centerline, 47' AGL/76' MSL. Blast fence 211' from departure end of runway, 209' left of centerline, 7' AGL/61' MSL. Pole 312' from departure end of runway, 279' right of centerline, 20' AGL/80' MSL. Multiple trees beginning 352' from departure end of runway, 484' right of centerline, up to 79' AGL/136' MSL. Obstruction light 400' from departure end of runway, 189' left of centerline, 15' AGL/74' MSL. Vent 546' from departure end of runway, 518' left of centerline, 26' AGL/85' MSL. Multiple poles beginning 593' from departure end of runway, 245' left of centerline, up to 68' AGL/97' MSL. Multiple trees beginning 1233' from departure end of runway, 112' left of centerline, up to 79' AGL/132' MSL. Light 710' from departure end of runway, 617' left of centerline, 24' AGL/93' MSL. Tower 9063' from departure end of runway, 2916' right of centerline, 255' AGL/310' MSL.

PROVINCETOWN, MA

PROVINCETOWN MUNI

NOTE: **Rwy 7,** trees beginning 133' from departure end of runway, 118' right of centerline up to 33' AGL/37' MSL. Trees beginning 165' from departure end of runway, 89' left of centerline up to 33' AGL/47' MSL. **Rwy 25,** bush 376' from departure end of runway, 575' right of centerline, 12' AGL/21' MSL.

RANGELEY, ME

RANGELEY LAKE SEAPLANE BASE

TAKE-OFF MINIMUMS: **Rwy 6,** NA. **Rwy 24,** 800-2 or std. with a min. climb of 280' per NM to 2500.

DEPARTURE PROCEDURE: **Rwy 6,** NA. **Rwy 24,** climb to 2800 via the 274° bearing to RQM NDB. Climb in RQM NDB holding to 4000 before proceeding on course.

STEVEN A. BEAN MUNI

TAKE-OFF MINIMUMS: **Rwys 14, 32,** 600-2.

DEPARTURE PROCEDURE: **Rwy 14,** climbing right turn direct RQM NDB to cross at or above 4000 before proceeding on course. **Rwy 32,** climbing left turn direct RQM NDB to cross at or above 4000 before proceeding on course.

ROCHESTER, NH

SKYHAVEN

DEPARTURE PROCEDURE: **Rwy 33,** climb runway heading to 800, then climbing left turn to 3000 via heading 270° and CON VORTAC R-095 before proceeding on course.

ROCKLAND, ME

KNOX COUNTY RGNL

TAKE-OFF MINIMUMS: **Rwy 3,** 300-1 or std. with a min. climb of 270' per NM to 2000, or 1100-2½ for climb in visual conditions. **Rwy 31,** std. with a min. climb of 300' per NM to 1300, or 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 3, 31,** for climb in visual conditions: cross Knox County Rgnl at or above 1000' MSL before proceeding on course.

NOTE: **Rwy 3,** multiple trees, bushes, obstruction lights and towers beginning 108' from departure end of runway, 433' left of centerline, up to 146' AGL/206' MSL. **Rwy 13,** multiple trees, antennas, and light poles beginning 475' from departure end of runway, 548' left of centerline, up to 80' AGL/155' MSL. **Rwy 21,** multiple trees beginning 284' from departure end of runway, 255' left of centerline, up to 65' AGL/110' MSL. **Rwy 31,** multiple trees beginning 2025' from departure end of runway, 895' right of centerline, up to 74' AGL/115' MSL.

RUTLAND, VT

RUTLAND-SOUTHERN VERMONT RGNL (RUT)

AMDT 3 09211 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** std. w/ min. climb of 439' per NM to 2800, or 3600-3 for climb in visual conditions. **Rwy 13,** NA-obstacles. **Rwy 19,** std. w/ min. climb of 470' per NM to 3300, or 3600-3 for climb in visual conditions. **Rwy 31,** std. w/ min. climb of 420' per NM to 4500, or 3600-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 1,** climb via 013° course to DYO NDB, cross DYO NDB at or above 6000, if not at 6000, depart DYO NDB on bearing 325° to 6000 before proceeding on course. For climb in visual conditions: cross Rutland-Southern Vermont Rgnl airport at or above 4300 before proceeding on course. **Rwy 19,** climb heading 194° to 1400, then climbing right turn via 025° course to DYO NDB, cross DYO NDB at or above 6000, if not at 6000, depart DYO NDB on bearing 325° to 6000 before proceeding on course. For climb in visual conditions: cross Rutland-Southern Vermont Rgnl airport at or above 4300 before proceeding on course. **Rwy 31,** climb heading 329° to 1600, then climbing right turn via 025° course to DYO NDB, cross DYO NDB at or above 6000, if not at 6000, depart DYO NDB on bearing 325° to 6000 before proceeding on course. For climb in visual conditions: cross Rutland-Southern Vermont Rgnl airport at or above 4300 before proceeding on course.

NOTE: **Rwy 1,** tree 46' from DER, 417' left of centerline, 80' AGL/829' MSL. Tree 79' from DER, 424' right of centerline, 80' AGL/805' MSL. **Rwy 19,** trees beginning 391' from DER, 178' left of centerline, up to 80' AGL/864' MSL. Trees beginning 166' from DER, 303' right of centerline, up to 80' AGL/843' MSL. **Rwy 31,** tree 357' from DER, 400' left of centerline, 80' AGL/843' MSL. Road 334' from DER, 94' left of centerline, 20' AGL/799' MSL. Tree 885' from DER, 201' right of centerline, 80' AGL/818' MSL. Tree 891' from DER, 403' right of centerline, 80' AGL/827' MSL.

SANFORD, ME

SANFORD RGNL

TAKE-OFF MINIMUMS: **Rwys 25, 32,** 300-1.

DEPARTURE PROCEDURE: **Rwy 25,** climb straight ahead to 1600 before proceeding on course. **Rwy 32,** climbing right turn to heading 045° to 1600 before proceeding on course.

NOTE: **Rwy 7,** trees beginning 449' from departure end of runway, 250' right of centerline, up to 66' AGL/299' MSL. Trees beginning 83' from departure end of runway, 90' left of centerline, up to 64' AGL/298' MSL.

SOUTHBRIDGE, MA

SOUTHBRIDGE MUNI

TAKE-OFF MINIMUMS: **Rwy 2,** 300-1 or std. with a min. climb of 260' per NM until passing 1000. **Rwys 10, 28** NA.

SPRINGFIELD, VT

HARTNESS STATE (SPRINGFIELD)

TAKE-OFF MINIMUMS: **Rwys 5, 11, 29,** NA. **Rwy 23,** 900-3 or std. with a min. climb of 362' per NM to 1700.

DEPARTURE PROCEDURE: **Rwy 23,** climb direct to SXD NDB, climb in SXD NDB holding pattern (SW, right turns, 050° inbound) to 5000 before proceeding on course.

NOTE: **Rwy 23,** numerous trees 863' from departure end of runway, 340' right of centerline, 80' AGL/642' MSL. Trees 1618' from departure end of runway, 900' right of centerline, 80' AGL/ 658' MSL. Trees 2.4 NM from departure end of runway, 3600' left of centerline, 80' AGL/ 1262' MSL.

STOW, MA

MINUTE MAN AIRFIELD

TAKE-OFF MINIMUMS: **Rwy 21,** 300-1 or std. with a min. climb of 390' per NM to 600. **Rwy 3,** 300-1. **Rwys 12, 30,** NA

DEPARTURE PROCEDURE: **Rwy 21,** climb runway heading to 2000 before proceeding on course.

TAUNTON, MA

TAUNTON MUNI-KING FIELD (TAN)

AMDT 2 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 22,** NA-Turf runway. **Rwy 12,** 200-1½ or standard with minimum climb of 362' per NM to 300. **Rwy 30,** 200-1 or std. w/ min climb of 291' per NM to 300.

NOTE: **Rwy 12,** Trees and terrain beginning 61' from departure end of runway, 128' right of centerline, up to 80' AGL/229' MSL. Trees and terrain beginning 93' from departure end of runway, 204' left of centerline, up to 80' AGL/159' MSL. **Rwy 30,** Terrain beginning 147' from departure end of runway, 284' right of centerline, 43' MSL. Trees and terrain beginning 1044' from departure end of runway, 320' left of centerline, up to 80' AGL/199' MSL.

VINEYARD HAVEN, MA

MARTHAS VINEYARD

NOTE: **Rwy 6,** multiple trees beginning 627' from departure end of runway, 652' left of centerline up to 40' AGL/100' MSL. Terrain 143' from departure end of runway, 305' left of centerline, 0' AGL/69' MSL. Tree 1142' from departure end of runway, 747' right of centerline, 58' AGL/98' MSL. **Rwy 15,** light pole 411' from departure end of runway, 475' right of centerline, 47' AGL/97' MSL. Multiple trees beginning 276' from departure end of runway, 385' left of centerline, up to 37' AGL/97' MSL. Multiple trees beginning 411' from departure end of runway, 475' right of centerline, up to 37' AGL/97' MSL. **Rwy 24,** multiple antennas on buildings beginning 486' from departure end of runway, 265' left of centerline, up to 50' AGL/75' MSL. Multiple trees beginning 761' from departure end of runway, 210' left of centerline, up to 24' AGL/84' MSL. Multiple trees beginning 710' from departure end of runway, 402' right of centerline, up to 47' AGL/ 107' MSL. Terrain beginning 7' from departure end of runway, 459' right of centerline, up to 0' AGL/59' MSL. **Rwy 33,** bush 67' from departure end of runway, 242' right of centerline, 16' AGL/76' MSL. Multiple trees beginning 36' from departure end of runway, 498' left of centerline, up to 47' AGL/107' MSL. Multiple trees beginning 159' from departure end of runway, 347' right of centerline, up to 37' AGL/97' MSL. Terrain beginning 6' from departure end of runway, 111' right of centerline, up to 0' AGL/73' MSL.

WATERVILLE, ME

WATERVILLE ROBERT LAFLEUR

TAKE-OFF MINIMUMS: **Rwys 14, 32,** 300-1.

WEST DOVER, VT

MOUNT SNOW

TAKE-OFF MINIMUMS: **Rwy 1,** std. with a min. climb of 492' per NM to 6000, or 2200-3 for climb in visual conditions. **Rwy 19,** std. with a min. climb of 236' per NM to 5000, or 2200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 1,** climb via VWD NDB 352° bearing to 6000 before proceeding on course. For climb in visual conditions: Maintain 180 knots or less in climb, cross Mount Snow Airport at or above 4500. **Rwy 19,** climb via VWD NDB 191° bearing to 5000 before proceeding on course. For climb in visual conditions: Maintain 180 knots or less in climb, cross Mount Snow Airport at or above 4500.

NOTE: **Rwy 1,** brush 200' from departure end of runway, 70' left and right of centerline, 20' AGL/1970' MSL; multiple trees 1200' from departure end of runway, left and right of centerline, 90' AGL/2040' MSL: trees 2813' from departure end of runway, 594' right of centerline, 90' AGL/2156' MSL; trees 2140' from departure end of runway, 326' right of centerline, 90' AGL/2131' MSL; trees 2776' from departure end of runway, 210' right of centerline, 90' AGL/2137' MSL; trees 560' from departure end of runway, 578' right of centerline, 90' AGL/2078' MSL; trees 3351' from departure end of runway, 1056' left of centerline, 90' AGL/2137' MSL. **Rwy 19,** brush 200' from departure end of runway, 100' left and right of centerline, 20' AGL/1968' MSL, trees 1200' from departure end of runway, left and right of centerline, 90' AGL/2038' MSL.

WESTERLY, RI

WESTERLY STATE

TAKE-OFF MINIMUMS: **Rwy 25,** 300-1 or std. with a min. climb of 466' per NM to 400. **Rwy 32,** 300-1 or std. with a min. climb of 218' per NM to 300.

DEPARTURE PROCEDURE: **All Runways,** climb runway heading to 500 before proceeding on course.

NOTE: **Rwy 14,** multiple trees from 20 to 1300' from departure end of runway, 10 to 500' left/right of centerline, ranging from 110 to 173' MSL. **Rwy 25,** multiple trees from 4180 to 6600 ' from departure end of runway, 10 to 500 ' left/right of centerline, ranging from 92 to 150' MSL. Water tower 2950' from departure end of runway, 1040' left of centerline, 120' AGL/252' MSL. **Rwy 32,** multiple trees from 30 to 1750' from departure end of runway, 10 to 500' left/right of centerline, ranging from 91 to 155' MSL.

WESTFIELD, MA

BARNES MUNI

TAKE-OFF MINIMUMS: **Rwy 15,** 300-2 or std. with a min. climb of 260' per NM to 700. **Rwy 33,** 1200-3 or std. with a min. climb of 250' per NM to 1700.

DEPARTURE PROCEDURE: **Rwy 2,** climb runway heading to 1700 before proceeding on course. **Rwy 15,** climb runway heading to 1400 before proceeding on course. **Rwy 20,** climb runway heading to 2200 before proceeding on course. **Rwy 33,** climb runway heading to 1500 before proceeding on course.

WESTOVER ARB/METROPOLITAN, (KCEF)

SPRINGFIELD/CHICOPEE, MA

. . . . . Rwy 5, 900-3*
03191 Rwy 33, 1400-3**

* Or standard with minimum climb of 250/NM to 900.

** Or standard with minimum climb of 320/NM to 1400.

RWY 15: 307' tree 1013' from departure endof RWY, 526' left of extended centerline, 294'tree 1268' from departure end of RWY, 619' left of extended centerline, 317' tree 1340' from departure end of RWY, 686' left of extended centerline, 318' tree 1686' from departure end of RWY, 911' left of extended centerline, 305' tree 1911' from departure end of RWY, 832' left of extended centerline, 321' tree 2104' from departure end of RWY, 942' left of extended centerlineline, 329' tree 2959' from departure end of RWY, 1277' left of extended centerline, 334' tree 3236' from departure end of RWY, 1278' left of extended centerline, 343' tree 3515' from departure end of RWY, 1287' left of extended centerline, 310' tree 2421' from departure end of RWY, 1062' left of extended centerline, 323' tree 2695' from departure end of RWY, 369' right of extended centerline, 321' tree 2796' from departure end of RWY, 608' right of extended centerline, 321' tree 2945' from departure end of RWY, 909' right of extended centerline, 335' tree 3567' from departure end of RWY, 1320' left of extended centerline. RWY 23: 296' tree 1191' from departure end of RWY, 726' left of extended centerline; 289' tree 1704' from departure end of RWY, 202' right of extended centerline; 291' tree 1737' from departure end of RWY, 205' left of extended centerline.

WHITEFIELD, NH

MOUNT WASHINGTON RGNL

TAKE-OFF MINIMUMS: **Rwy 10,** 3300-3 or std. with a min. climb of 390' per NM to 4900. **Rwy 28,** 2700-3 or std. with a min. climb of 330' per NM to 4400.

DEPARTURE PROCEDURE: **Rwy 10,** climb runway heading to 2200, then climbing left turn direct GMA NDB. Cross GMA NDB at or above 5000 before proceeding on course. **Rwy 28,** climb direct GMA NDB, climb in holding pattern (W, right turns, 104° inbound) to 5000 before proceeding on course.

NOTE: **Rwy 10,** 67' AGL trees 194' from departure end of runway, 494' left of centerline 67' AGL/1130' MSL. **Rwy 28,** 65' AGL trees 294' from departure end of runway, 517' right of centerline 65' AGL/1096' MSL.

WILLIMANTIC, CT

WINDHAM (IJD)

AMDT 5 08297 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9,** std. w/ min. climb of 340' per NM to 1100, or 1100-2½ for climb in visual conditions. **Rwy 18,** 300-2 or std. w/ min. climb of 408' per NM to 700. **Rwy 27,** 400-2 or std. w/ min. climb of 290' per NM to 700. **Rwy 36,** std. w/ min. climb of 401' per NM to 1100, or 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 9,** climb heading 089° to 700 before proceeding on course, or for climb in visual conditions cross Windham Airport at or above 1200 before proceeding on course. **Rwy 18,** climb heading 170° to 1200 before turning right. **Rwy 27,** climb heading 269° to 800 before proceeding on course. **Rwy 36,** for climb in visual conditions cross Windham Airport at or above 1200 before proceeding on course.

NOTE: **Rwy 9,** trees beginning 50' from departure end of runway, 118' right of centerline, up to 80' AGL/669' MSL. Pole and trees beginning 284' from departure end of runway, 12' left of centerline, up to 86' AGL/529' MSL. Fence 119' from departure end of runway, 207' left of centerline, 6' AGL/246' MSL. **Rwy 18,** trees beginning 49' from departure end of runway, 16' right of centerline, up to 80' AGL/402' MSL. Trees beginning 317' from departure end of runway, 47' left of centerline, up to 80' AGL/529' MSL. Bush 248' from departure end of runway, 93' left of centerline, 14' AGL/261' MSL. Light standard 415' from departure end of runway, 149' left of centerline 32' AGL/279' MSL. **Rwy 27,** obstacle light on antenna and trees beginning 45' from departure end of runway, 46' left of centelrine, up to 99' AGL/299' MSL. Trees beginning 193' from departure end of runway, 230' right of centerline, up to 80' AGL/549' MSL. Obstruction light on localizer, 83' from departure end of runway, on centerline, 8' AGL/247' MSL. **Rwy 36,** trees beginning 150' from departure end of runway, 155' right of centerline, up to 80' AGL/339' MSL. Trees beginning 195' from departure end of runway, 24' left of centerline, up to 80' AGL/559' MSL.

WINDSOR LOCKS, CT

BRADLEY INTL (BDL)

AMDT 2 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwy 33,** 700-3 or std. w/ min. climb of 326' per NM to 1000.

DEPARTURE PROCEDURE: **Rwy 1,** Climb heading 013° to 1000 before proceeding on course. **Rwy 33,** Climb heading 328° to 1000 before proceeding on course.

NOTES: **Rwy 1,** Trees beginning 887' from departure end of runway, 493' left of centerline, up to 100' AGL/239' MSL. Trees beginning 1846' from departure end of runway, on centerline, up to 100' AGL/265' MSL. **Rwy 6,** Trees beginning 21' from departure end of runway, 464' left of centerline, up to 100' AGL/184' MSL. Trees beginning 1335' from departure end of runway, on centerline, up to 100' AGL/289' MSL. **Rwy 15,** Vehicle on road 453' from departure end of runway, 615' left of centerline, 15' AGL/186' MSL. Trees beginning 2341' from departure end of runway, 767' right of centerline, up to 76' AGL/244' MSL. Vehicle on road 409' from departure end of runway, 591' left of centerline, 15' AGL/186' MSL. Trees beginning 1520' from departure end of runway, 429' right of centerline, up to 77' AGL/219' MSL. **Rwy 19,** Aircraft 1843' from departure end of runway, 223' right of centerline, 40' AGL/269' MSL. Light pole 2843' from departure end of runway, 223' right of centerline, up to 88' AGL/222' MSL. **Rwy 24,** obstruction light fence 1240' from departure end of runway, 784' left of centerline, 50' AGL/215' MSL. Trees beginning 3389' from departure end of runway, 599' left of centerline, up to 100' AGL/ 267' MSL trees beginning 2346' from departure end of runway, 489' right of centerline, up to 70' AGL/273' MSL. **Rwy 33,** Trees beginning 1590' from departure end of runway, on centerline up to 100' AGL/256' MSL. Obstruction light tower 2.4 NM from departure end of runway, 3534' left of centerline 117' AGL/774' MSL. Trees beginning 1618' from departure end of runway, 580' right of centerline, up to 100' AGL/252' MSL. Trees beginning 3125' from departure end of runway, 308' right of centerline, up to 100' AGL/256' MSL.

WISCASSET, ME

WISCASSET

TAKE-OFF MINIMUMS: **Rwy 7,** 300-1 or std. with a min. climb of 240' per NM to 600.

WORCESTER, MA

WORCESTER RGNL

TAKE-OFF MINIMUMS: **Rwy 29,** 300-2 or std. with a min. climb of 250' per NM to 1300. **Rwy 33,** 700-2 or std. with a min. climb of 320' per NM to 2000.

DEPARTURE PROCEDURE: **Rwy 29,** climb runway heading to 1300 before proceeding on course. **Rwy 33,** climb runway heading to 2000 before proceeding on course.

APP CRS	Rwy ldg	5200
191°	TDZE	1161
	Apt Elev	1161

RNAV (GPS) RWY 18
BERLIN RGNL (BML)

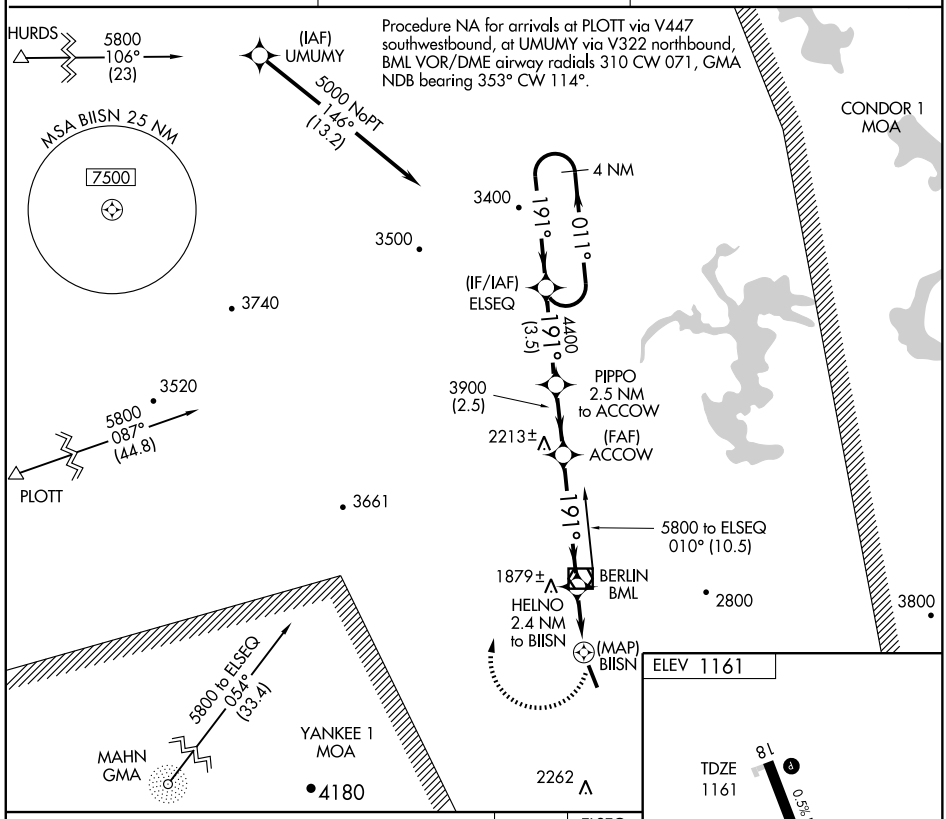
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

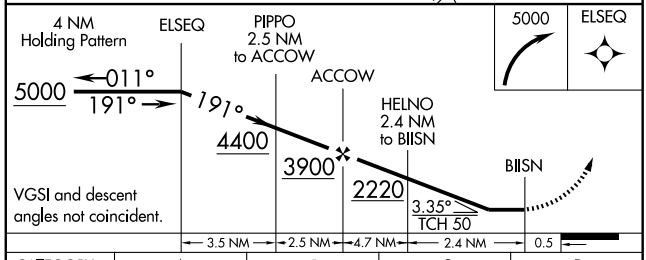
NA

MISSED APPROACH: Climbing right turn to 5000 direct ELSEQ WP and hold.

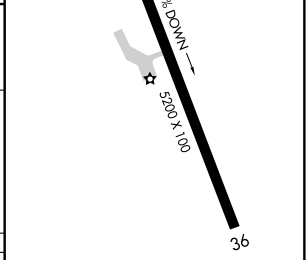
ASOS	BANGOR RADIO	UNICOM
135.175	122.35	122.7 (CTAF) L

Procedure NA for arrivals at PLOTT via V447 southwestbound, at UMUMY via V322 northbound, BML VOR/DME airway radials 310 CW 071, GMA NDB bearing 353° CW 114°.





ELEV 1161



CATEGORY	A	B	C	D
LNAV MDA	2040-1 879 (900-1)	2040-1¼ 879 (900-1¼)	2040-2½ 879 (900-2½)	2040-2¾ 879 (900-2¾)
CIRCLING	2180-1¼ 1019 (1100-1¼)	2260-1½ 1099 (1100-1½)	2260-3 1099 (1100-3)	2360-3 1199 (1200-3)

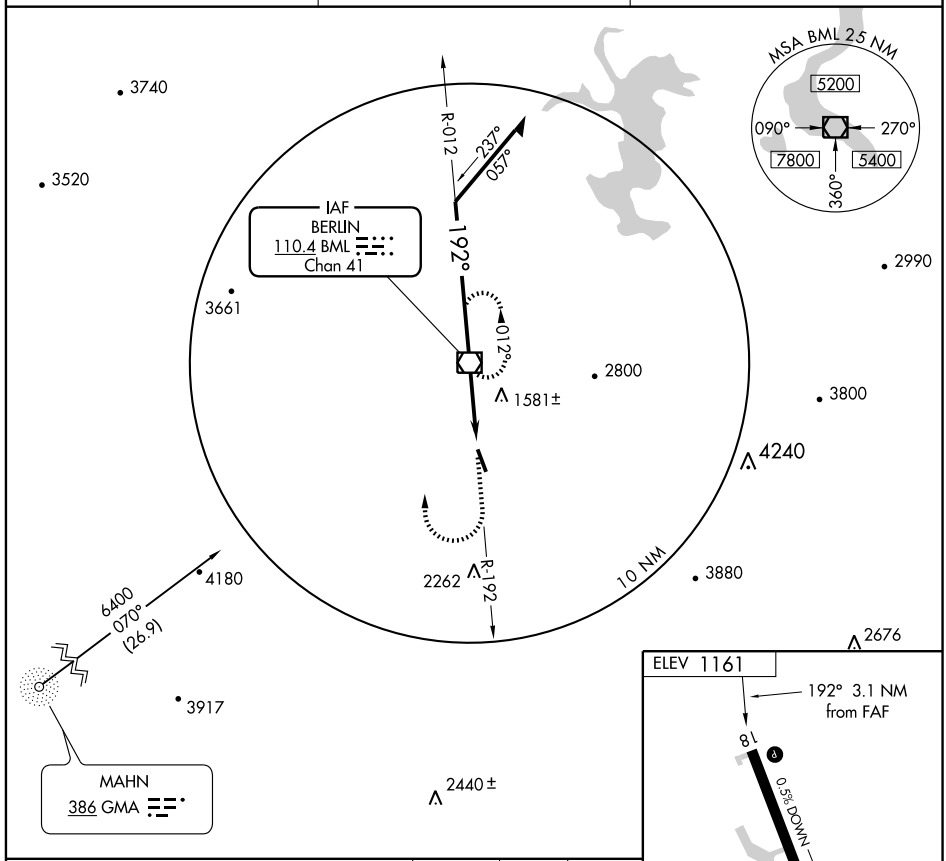
HIRL Rwy 18-36 L
REIL Rwys 18 and 36 L

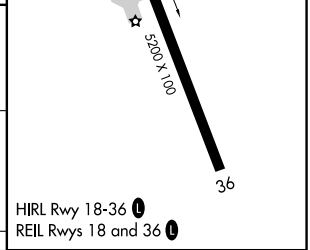
VOR/DME BML 110.4 Chan 41	APP CRS 192°	Rwy ldg N/A TDZE N/A Apt Elev 1161

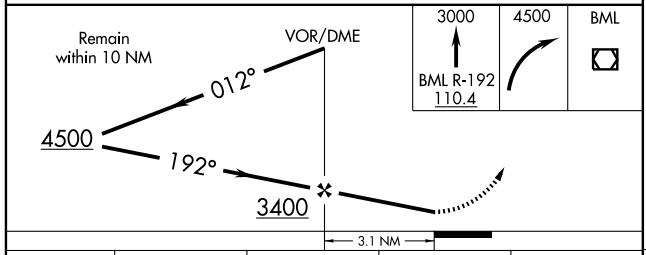
VOR-B
BERLIN RGNL (BML)

MISSED APPROACH: Climb to 3000 via BML R-192, then climbing right turn to 4500 direct BML VOR/DME and hold.

ASOS	BANGOR RADIO	UNICOM
135.175	122.35	122.7 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	2180-1¼ 1019 (1100-1¼)	2260-1½ 1099 (1100-1½)	2260-3 1099 (1100-3)	2360-3 1199 (1200-3)

FAF to MAP 3.1 NM					
Knots	60	90	120	150	180
Min:Sec	3:06	2:04	1:33	1:14	1:02

NE-1. 22 OCT 2009 to 19 NOV 2009

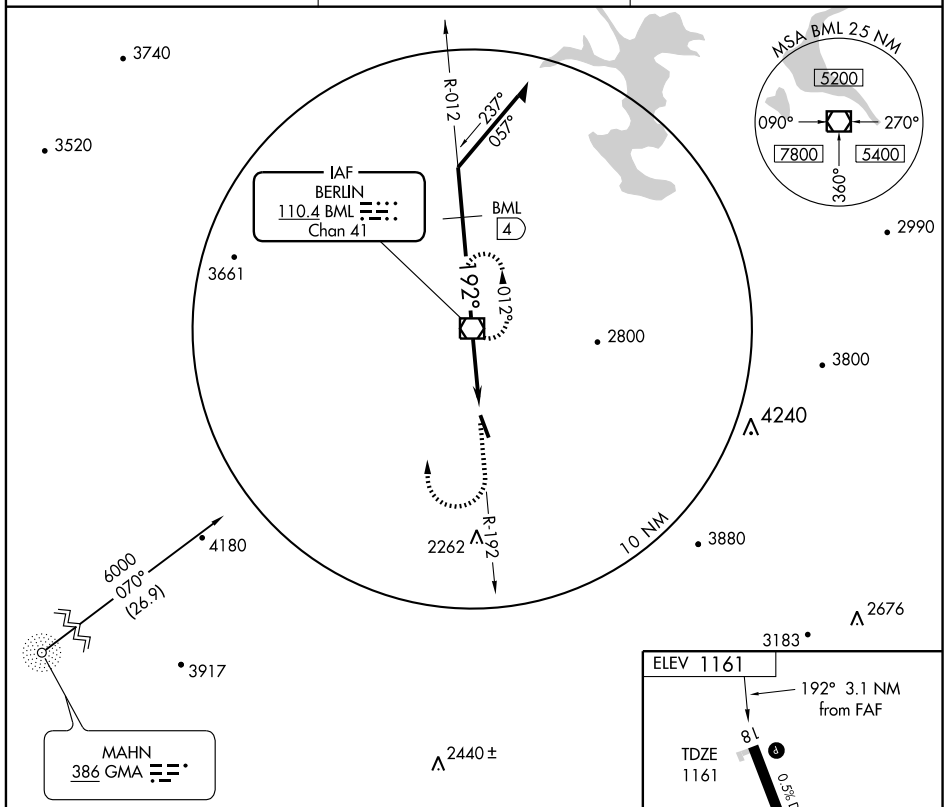
VOR/DME BML 110.4 Chan 41	APP CRS 192°	Rwy ldg 5200 TDZE 1161 Apt Elev 1161

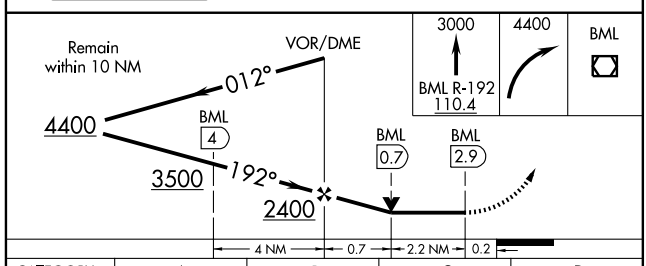
VOR/DME RWY 18

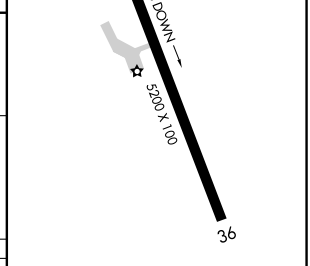
BERLIN RGNL (BML)

MISSED APPROACH: Climb to 3000 via BML R-192, then climbing right turn to 4400 direct BML VOR/DME and hold.

ASOS	BANGOR RADIO	UNICOM
135.175	122.35	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-18	1940-1 779 (800-1)	1940-1¼ 779 (800-1¼)	1940-2¼ 779 (800-2¼)	1940-2½ 779 (800-2½)
CIRCLING	2180-1¼ 1019 (1100-1¼)	2260-1½ 1099 (1100-1½)	2260-3 1099 (1100-3)	2360-3 1199 (1200-3)

HIRL Rwy 18-36 L
REIL Rwys 18 and 36 L

NE-1. 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy ldg	3100
289°	TDZE	544
	Apt Elev	545

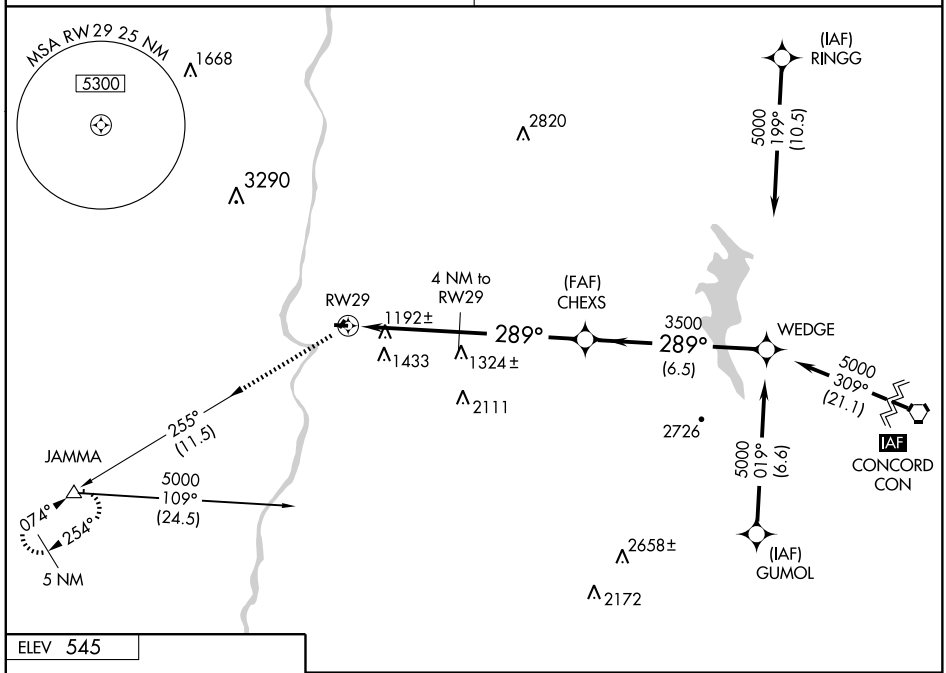
GPS RWY 29
CLAREMONT MUNI (CNH)

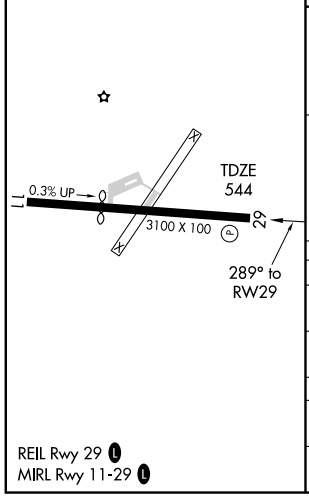
T
NA

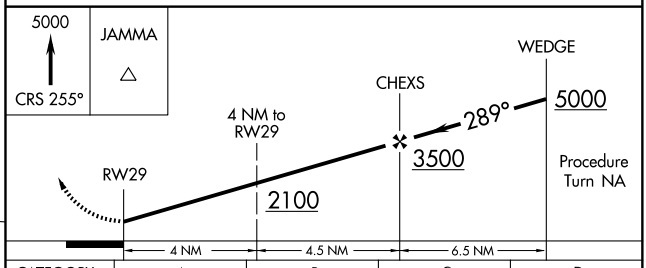
IAF ARM APPROACH MODE PRIOR TO IAF.
Obtain local altimeter setting on CTAF; when not received, use Springfield altimeter setting.

MISSED APPROACH: Climb to 5000 via course 255° to JAMMA WP and hold.

BOSTON CENTER	UNICOM
134.7 381.4	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-29	1560-1¼ 1016 (1100-1¼)	1560-1½ 1016 (1100-1½)	NA	
CIRCLING	1560-1¼ 1015 (1100-1¼)	1600-1½ 1055 (1100-1½)	NA	
SPRINGFIELD ALTIMETER SETTING MINIMUMS				
S-29	1580-1¼ 1036 (1100-1¼)	1580-1½ 1036 (1100-1½)	NA	
CIRCLING	1580-1¼ 1035 (1100-1¼)	1620-1½ 1075 (1100-1½)	NA	

NE-1. 22 OCT 2009 to 19 NOV 2009

NDB CNH 233	APP CRS 048°	Rwy ldg N/A TDZE N/A Apt Elev 545

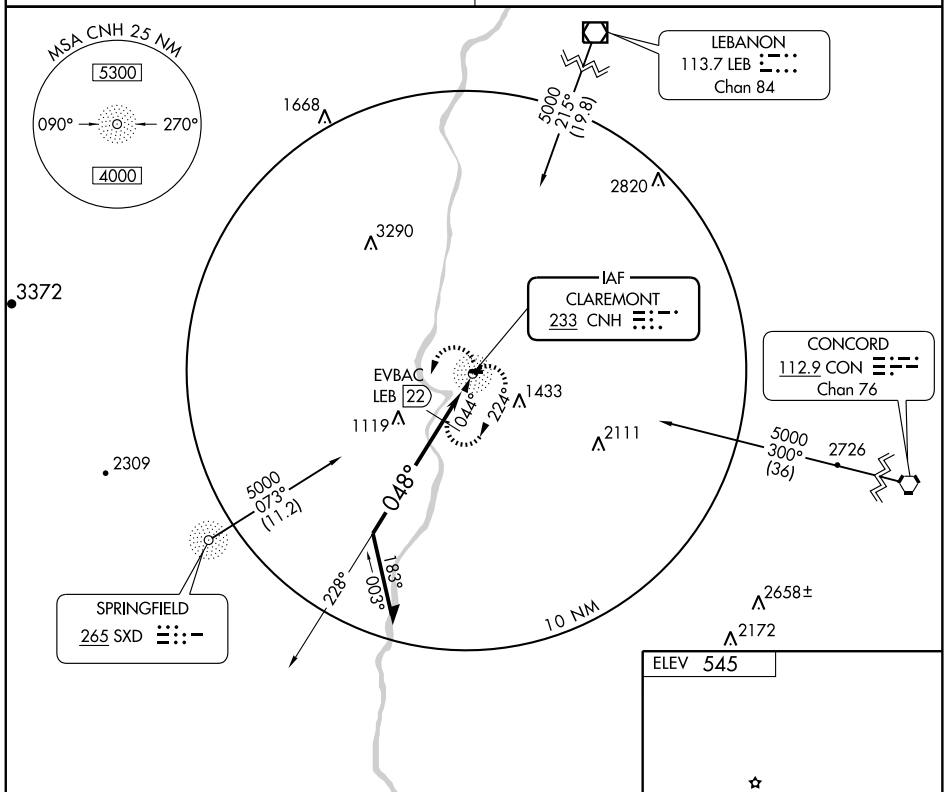
NDB-A
CLAREMONT MUNI (CNH)

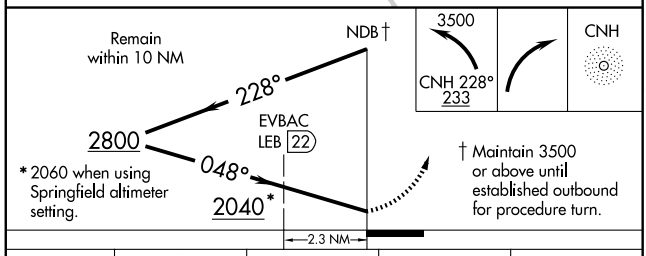
Obtain local altimeter setting on CTAF; when not received, use Springfield altimeter setting and increase all MDAs 20 feet.

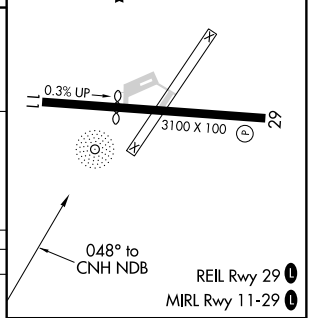
NA

MISSED APPROACH: Climbing left turn to 3500 via CNH NDB 228° bearing outbound, then right turn direct CNH NDB and hold.

BOSTON CENTER	UNICOM
134.7 381.4	122.7 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	2040-1¼ 1495 (1500-1¼)	2040-1½ 1495 (1500-1½)	NA	
EVBAC DME MINIMUMS				
CIRCLING	1520-1¼ 975 (1000-1¼)	1600-1½ 1055 (1100-1½)	NA	

Knots	60	90	120	150	180
Min:Sec					

LOC I-CON	APP CRS	Rwy ldg	6005
108.7	351°	TDZE	336
		Apt Elev	346

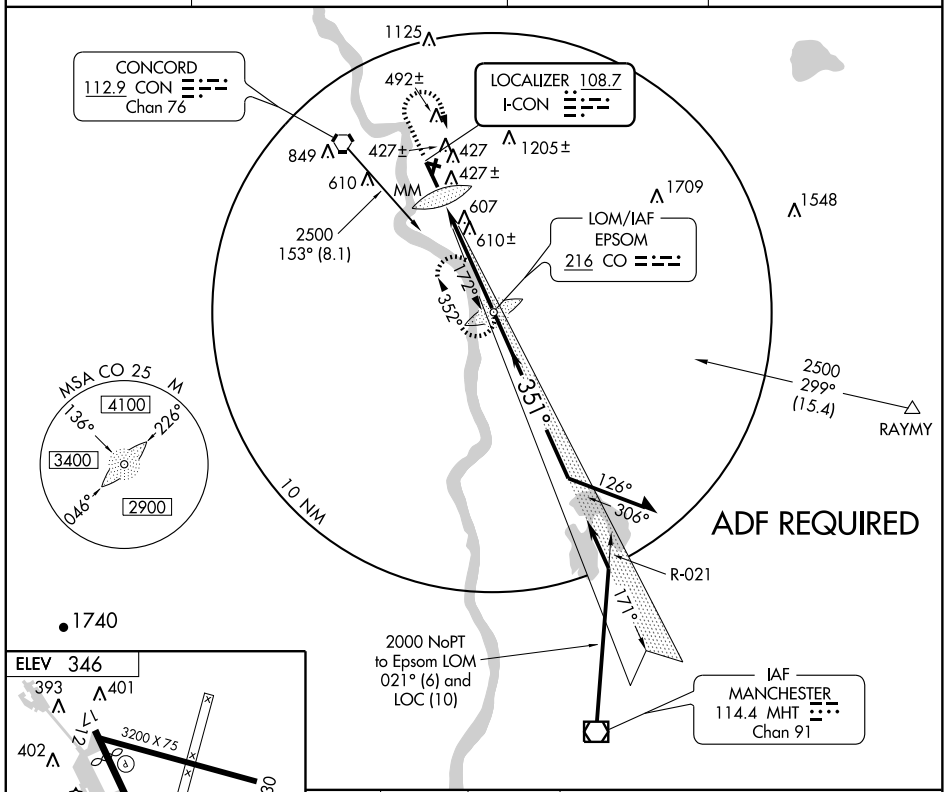
ILS RWY 35
CONCORD MUNI (CON)

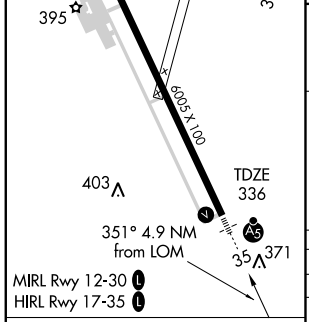
NA — Inoperative table does not apply to S-ILS CAT A-D and S-LOC A and B.

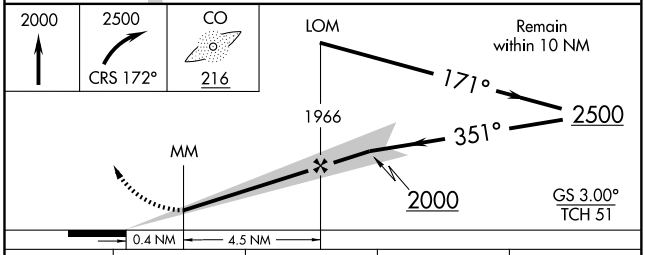
MALSR

MISSED APPROACH: Climb to 2000, then climbing right turn to 2500 via CO 172° course to EPSOM LOM and hold.

ASOS	BOSTON APP CON	CLNC DEL	UNICOM
132.32	127.35 269.075	133.65	122.7 (CTAF) L







FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

CATEGORY	A	B	C	D
S-ILS 35	586-1 250 (300-1)			
S-LOC 35	860-1 524 (600-1)			860-1¼ 524 (600-1¼)
CIRCLING	920-1 574 (600-1)	1020-1 674 (700-1)	1020-2 674 (700-2)	1100-2½ 754 (800-2½)

NE-1. 22 OCT 2009 to 19 NOV 2009

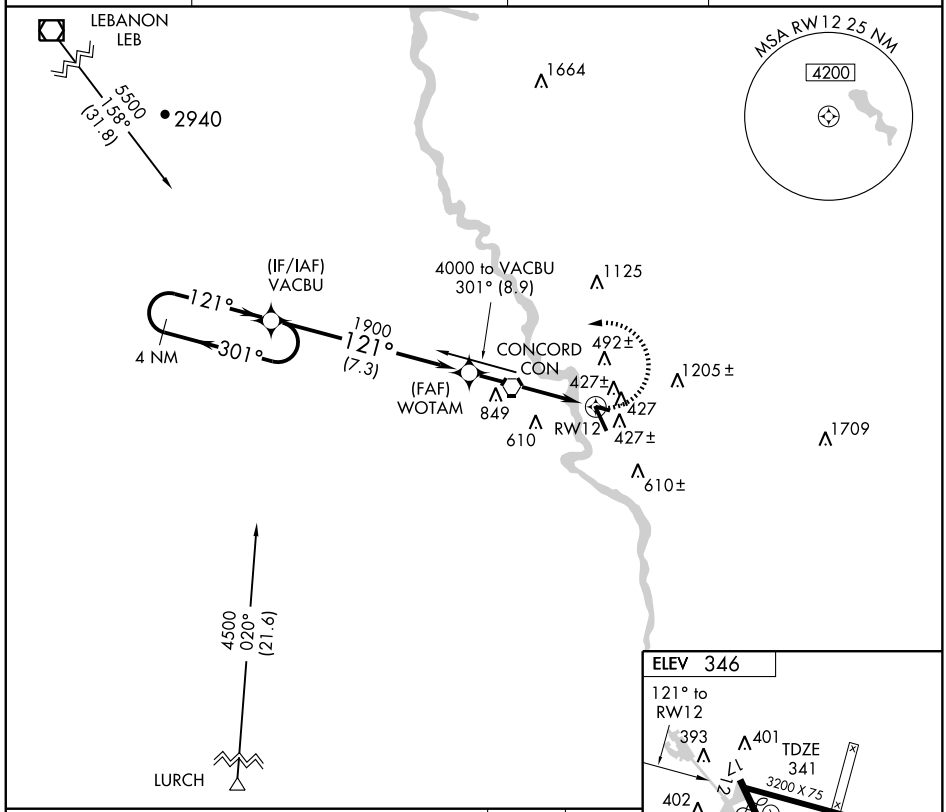
APP CRS	Rwy ldg	3200
121°	TDZE	341
	Apt Elev	346

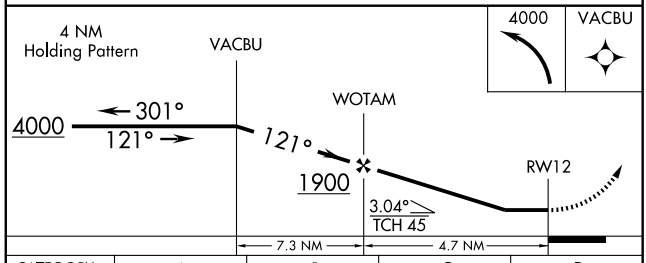
RNAV (GPS) RWY 12
CONCORD MUNI (CON)

Straight-in/circling Rwy 12 NA at night.
Circling to Rwy 17 and 30 NA at night.
DME/DME RNP-0.3 NA.

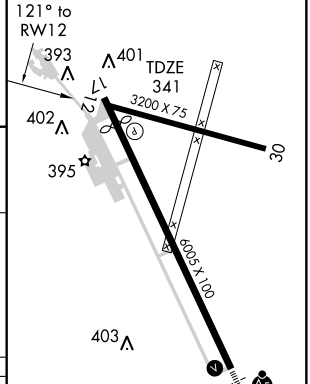
MISSED APPROACH: Climbing left turn to 4000 direct VACBU and hold.

ASOS	BOSTON APP CON	CLNC DEL	UNICOM
132.32	127.35 269.075	133.65	122.7 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1160-1 819 (900-1)	1160-1¼ 819 (900-1¼)	1160-2½ 819 (900-2½)	1160-2¾ 819 (900-2¾)
CIRCLING	1160-1 814 (900-1)	1160-1¼ 814 (900-1¼)	1160-2½ 814 (900-2½)	1220-2¾ 874 (900-2¾)



MIRL Rwy 12-30 L
HIRL Rwy 17-35 L

NE-1. 22 OCT 2009 to 19 NOV 2009

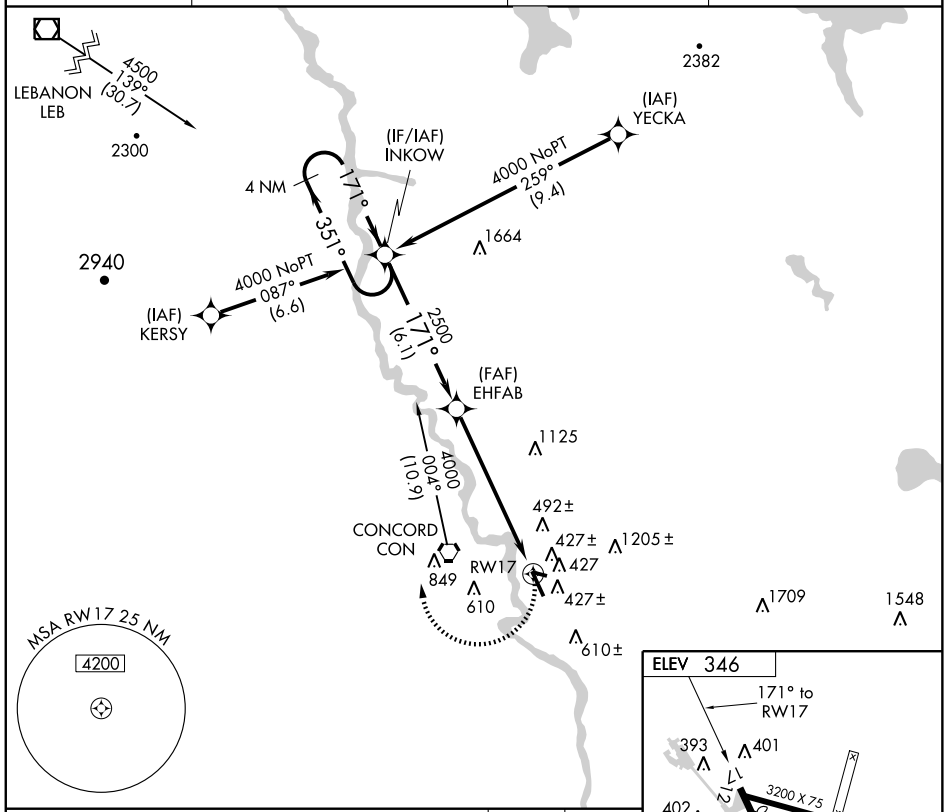
APP CRS	Rwy ldg	5355
171°	TDZE	340
	Apt Elev	346

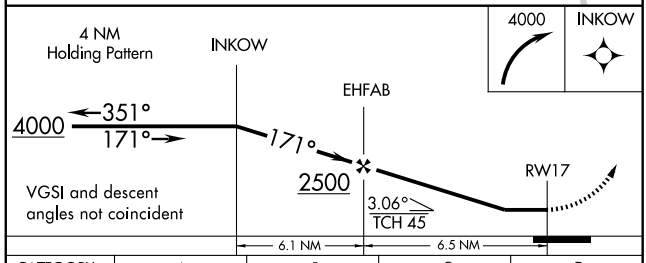
RNAV (GPS) RWY 17
CONCORD MUNI (CON)

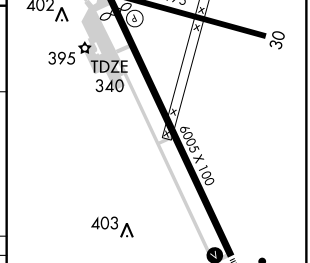
DME/DME RNP-0.3 NA.
Procedure NA at night.

MISSED APPROACH: Climbing right turn to 4000 direct INKOW and hold.

ASOS	BOSTON APP CON	CLNC DEL	UNICOM
132.32	127.35 269.075	133.65	122.7 (CTAF) L







MIRL Rwy 12-30 L
HIRL Rwy 17-35 L

CATEGORY	A	B	C	D
LNAV MDA	1020-1 680 (700-1)		1020-2 680 (700-2)	1020-2¼ 680 (700-2¼)
CIRCLING	1020-1 674 (700-1)		1020-2 674 (700-2)	1220-2¾ 874 (900-2¾)

NE-1. 22 OCT 2009 to 19 NOV 2009

WAAS Ch 90112 W35A	APP CRS 351°	Rwy ldg 6005 TDZE 336 Apt Elev 346

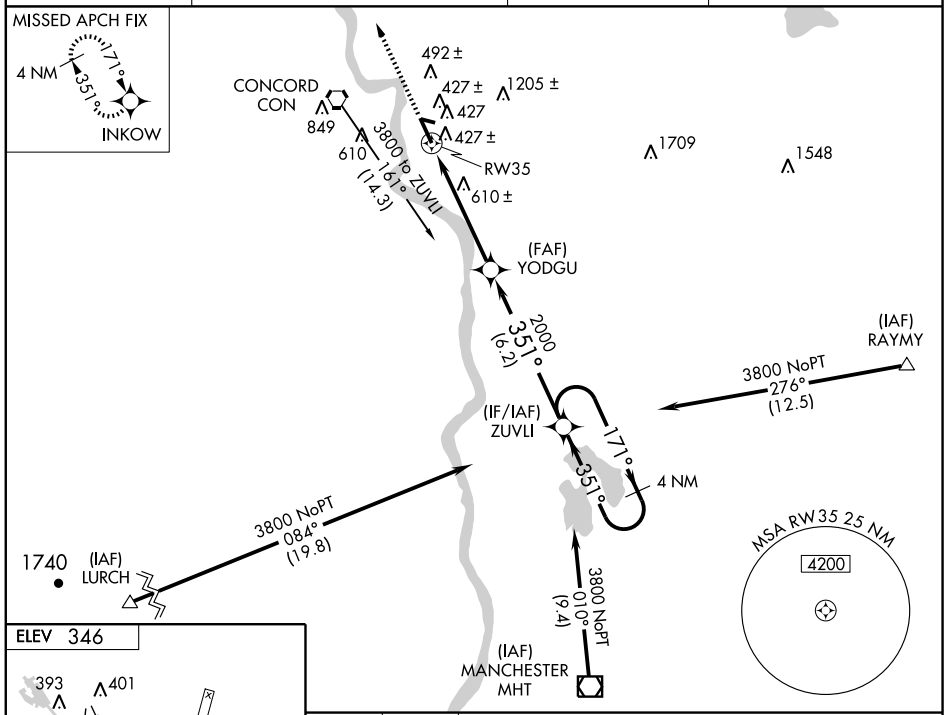
RNAV (GPS) RWY 35
CONCORD MUNI (CON)

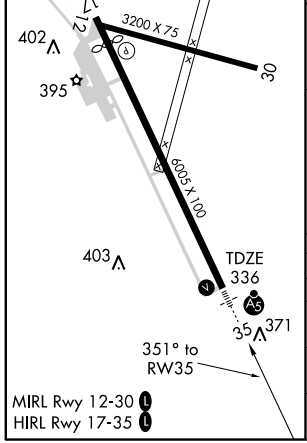
DME/DME RNP-0.3 NA. Circling to Rwy 17 and Rwy 30 NA at night. Inoperative table does not apply to LPV. For inoperative MALSR increase LNAV MDA Cats A, B visibility to 1.

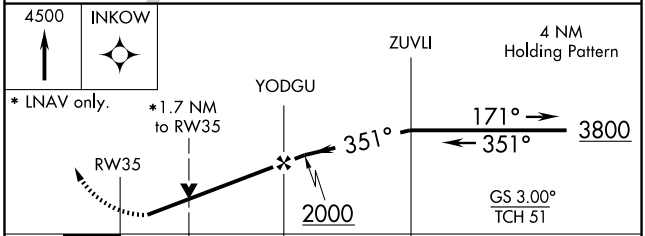
MALSR

MISSED APPROACH: Climb to 4500 direct INKOW and hold.

ASOS	BOSTON APP CON	CLNC DEL	UNICOM
132.32	127.35 269.075	133.65	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	590-¾ 254 (300-¾)			
LNAV/VNAV DA	NA			
LNAV MDA	940-¾ 604 (600-¾)		940-1¼ 604 (600-1¼)	940-1½ 604 (600-1½)
CIRCLING	940-1 594 (600-1)	1020-1 674 (700-1)	1020-2 674 (700-2)	1220-2¾ 874 (900-2¾)

NE-1. 22 OCT 2009 to 19 NOV 2009

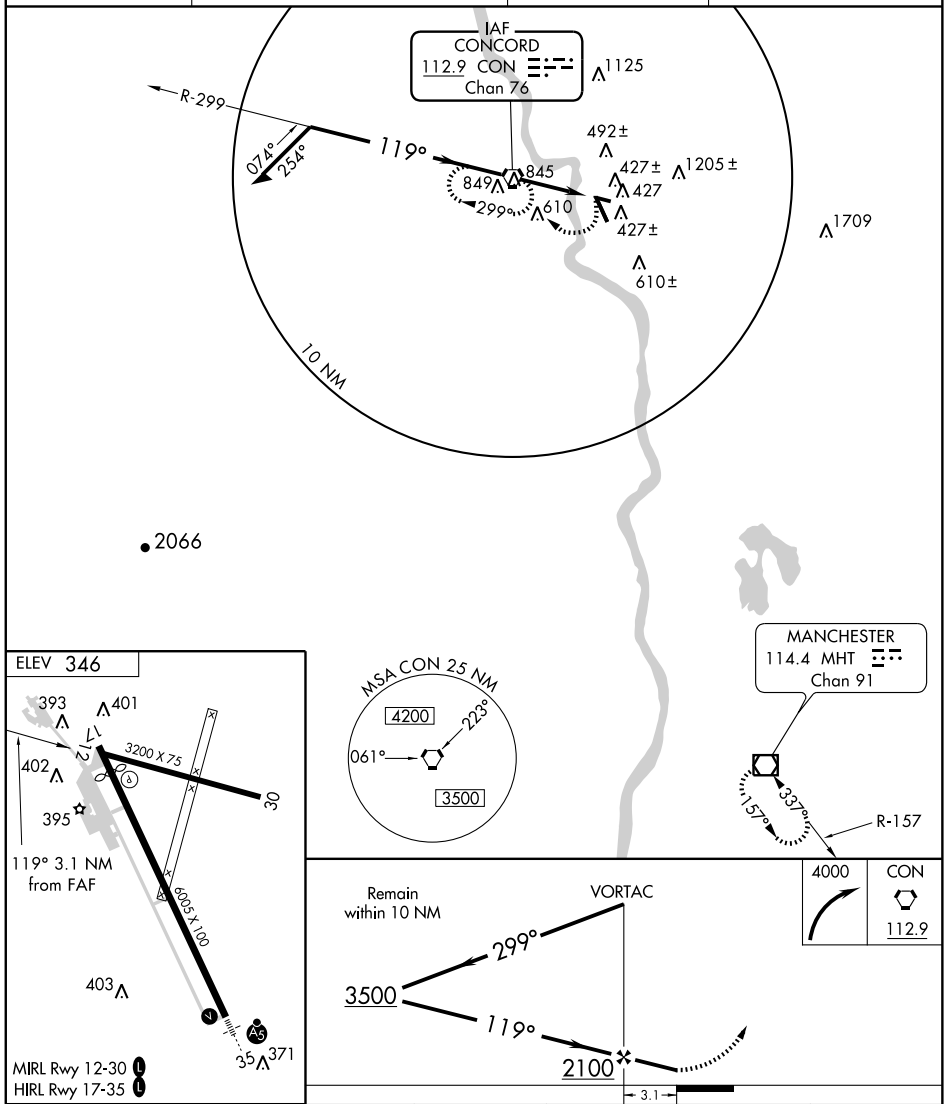
VORTAC CON	APP CRS	Rwy ldg	N/A
112.9	119°	TDZE	N/A
Chan 76		Apt Elev	346

VOR-A
CONCORD MUNI (CON)

Circling to Rwy 12, 17, 30 NA at night.

MISSED APPROACH: Climbing right turn to 4000 direct CON VORTAC and hold.

ASOS	BOSTON APP CON	CLNC DEL	UNICOM
132.32	127.35 269.075	133.65	122.7 (CTAF) L



FAF to MAP 3.1 NM					
Knots	60	90	120	150	180
Min:Sec	3:06	2:04	1:33	1:14	1:02

CATEGORY	A	B	C	D
CIRCLING	1160-1 814 (900-1)	1160-1¼ 814 (900-1¼)	1160-2½ 814 (900-2½)	1220-2¾ 874 (900-2¾)

NE-1. 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy ldg	2511
188°	TDZE	582
	Apt Elev	582

RNAV (GPS) RWY 19

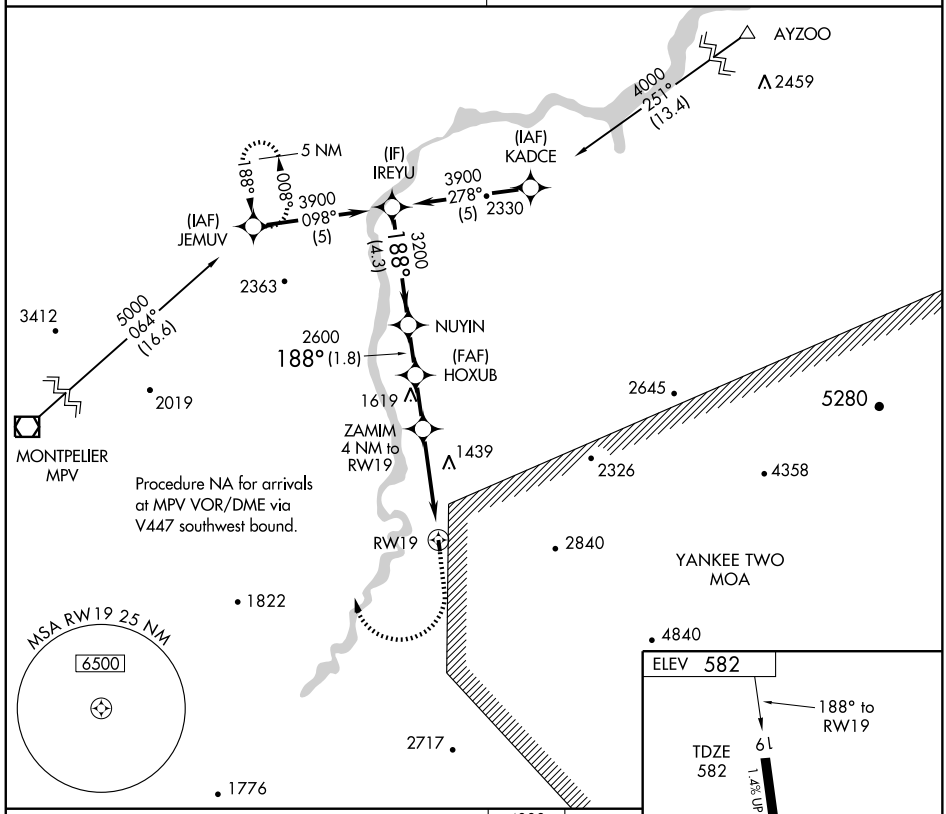
HAVERHILL/DEAN MEMORIAL (5B9)

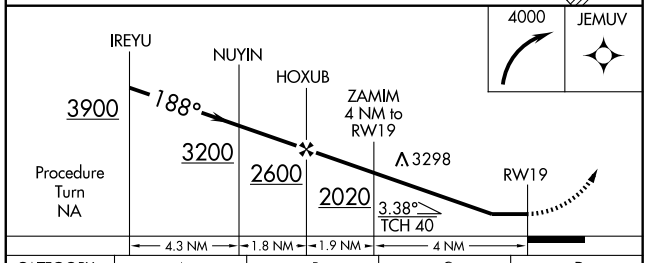
NA

DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. Use Lebanon altimeter setting; if not received, use Barre-Montpelier, VT altimeter setting and increase all MDAs 80 feet.

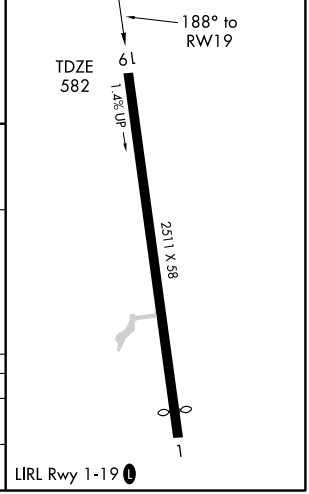
MISSED APPROACH: Climbing right turn to 4000 direct JEMUV and hold.

LEBANON ASOS	UNICOM
118.65	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1780-1¼ 1198 (1200-1¼)	1780-1½ 1198 (1200-1½)	NA	
CIRCLING	1780-1¼ 1198 (1200-1¼)	2060-1½ 1478 (1500-1½)	NA	



VOR/DME GDM	APP CRS	Rwy ldg	N/A
110.6	023°	TDZE	N/A
Chan 43		Apt Elev	1040

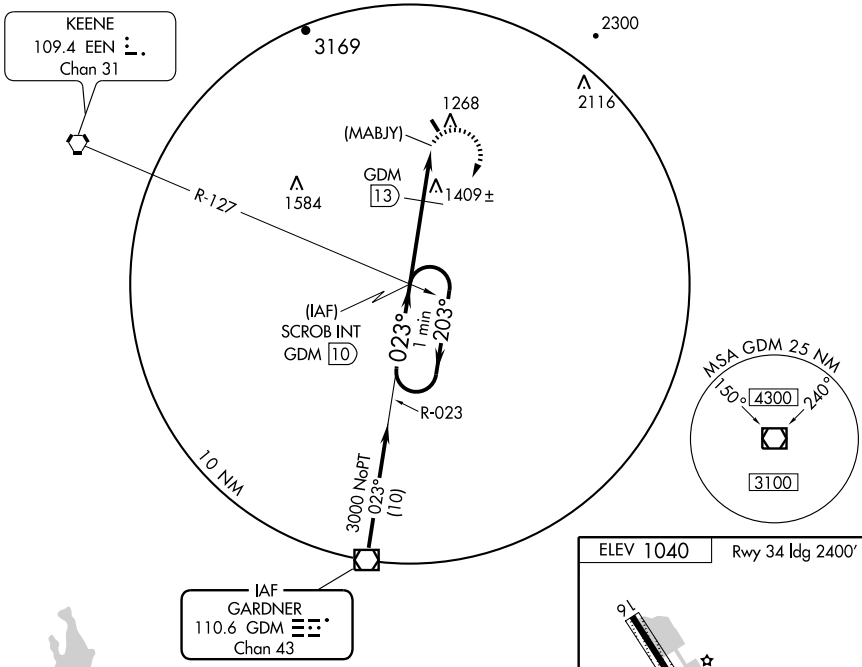
VOR or GPS-A

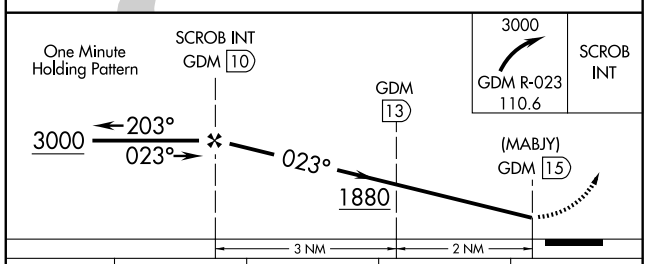
JAFFREY AIRPORT-SILVER RANCH (AFN)

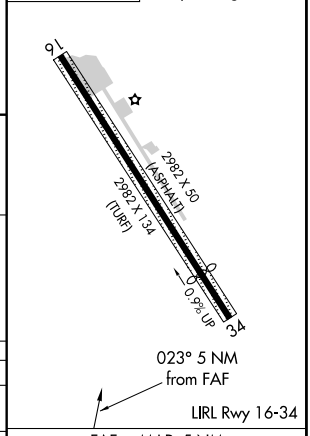
Procedure not authorized at night.

MISSED APPROACH: Climbing right turn to 3000 via GDM R-023 to SCROB Int/GDM 10 DME and hold.

ASOS	BOSTON CENTER	UNICOM
135.875	123.75 338.2	122.8 (CTAF)







CATEGORY	A	B	C	D
CIRCLING	1880-1 840 (900-1)	1880-1¼ 840 (900-1¼)	NA	
DME MINIMUMS				
CIRCLING	1720-1 680 (700-1)		NA	

FAF to MAP 5 NM

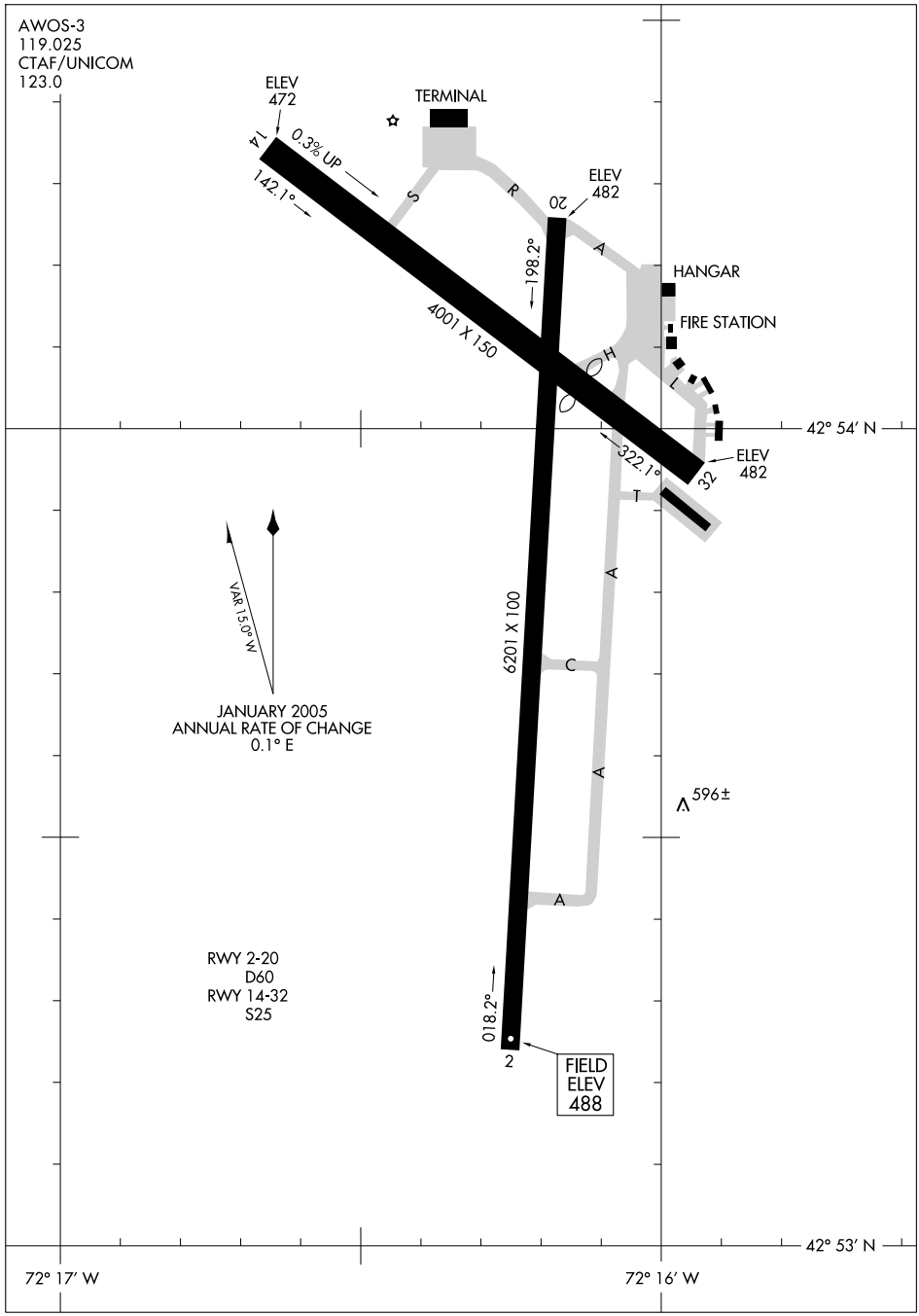
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

NE-1. 22 OCT 2009 to 19 NOV 2009

AIRPORT DIAGRAM

AL-868 (FAA)

KEENE / DILLANT-HOPKINS (EEN)
KEENE, NEW HAMPSHIRE



NE-1, 22 OCT 2009 to 19 NOV 2009

LOC I-EEN	APP CRS	Rwy ldg	6201
108.9	018°	TDZE	488
		Apt Elev	488

ILS or LOC RWY 2

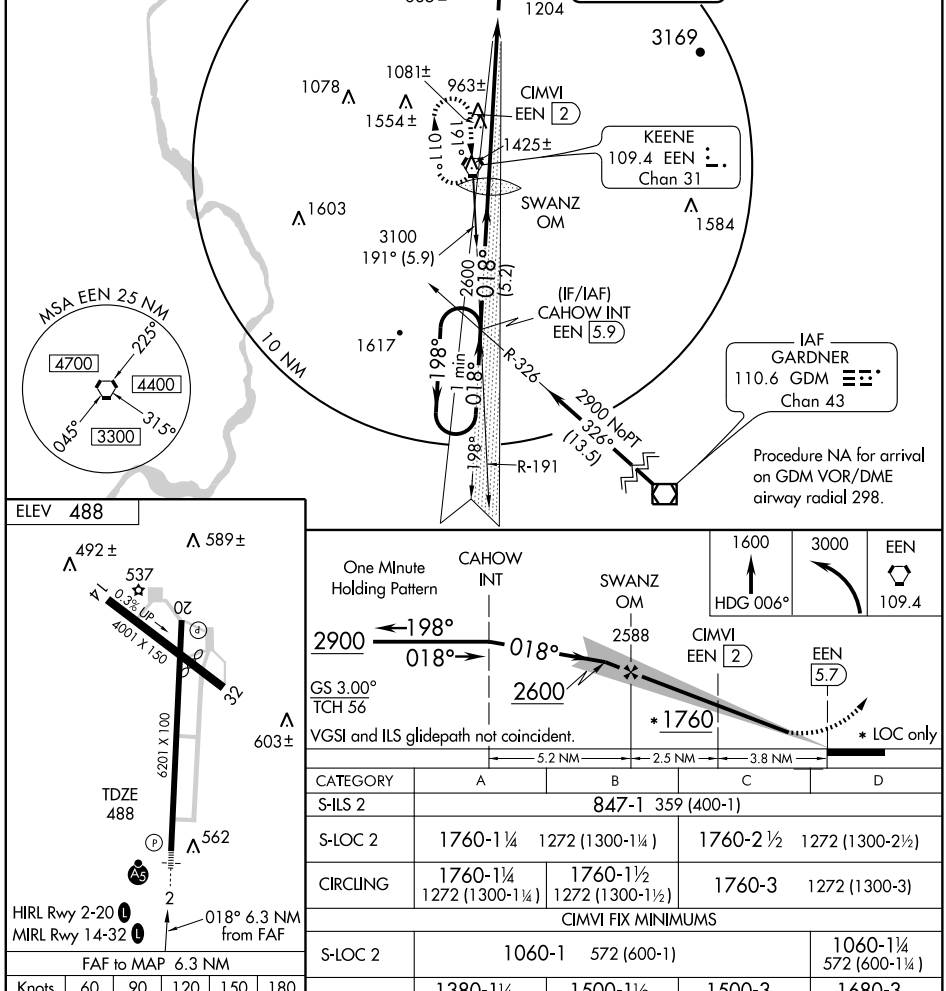
KEENE/DILLANT-HOPKINS (EEN)

NA — If local altimeter setting not received, use Orange Muni altimeter setting and increase all DAs/MDAs 60 feet. Inoperative table does not apply to S-LOC Cat A. For inoperative MALSR, increase S-LOC Cat B visibility to 1½. CIMVI FIX minimums: Inoperative table does not apply to S-LOC Cats A and B.

MALSR

MISSED APPROACH: Climb to 1600 via heading 006° then climbing left turn to 3000 direct EEN VORTAC and hold.

AWOS-3	BOSTON CENTER	UNICOM
119.025	123.75 338.2	123.0 (CTAF) L



CATEGORY	A	B	C	D
S-ILS 2	847-1 359 (400-1)			
S-LOC 2	1760-1¼ 1272 (1300-1¼)		1760-2½ 1272 (1300-2½)	
CIRCLING	1760-1¼ 1272 (1300-1¼)	1760-1½ 1272 (1300-1½)	1760-3 1272 (1300-3)	
CIMVI FIX MINIMUMS				
S-LOC 2	1060-1 572 (600-1)			1060-1¼ 572 (600-1¼)
CIRCLING	1380-1¼ 892 (900-1¼)	1500-1½ 1012 (1100-1½)	1500-3 1012 (1100-3)	1680-3 1192 (1200-3)

FAF to MAP 6.3 NM

Knots	60	90	120	150	180
Min:Sec	6:18	4:12	3:09	2:31	2:06

NE-1. 22 OCT 2009 to 19 NOV 2009

WAAS CH 65708 W02A	APP CRS 018°	Rwy ldg 6201 TDZE 488 Apt Elev 488

RNAV (GPS) RWY 2

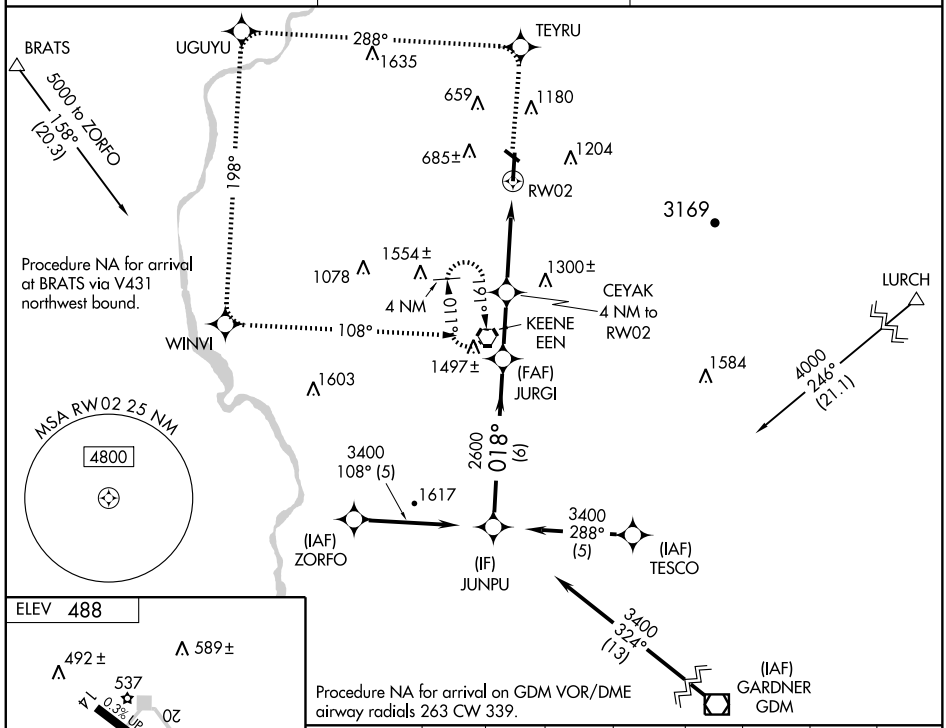
KEENE/DILLANT-HOPKINS (EEN)

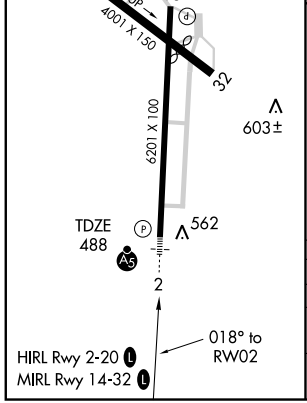
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received use Orange, MA altimeter setting and increase all DA 55 feet and all MDA 60 feet and LNAV Cat. C visibility ¼ mile. For inoperative MALSR, increase LPV visibility all Cats. to 1½ mile and LNAV Cats. A and B visibilities to 1¼ mile. For inoperative MALSR, when using Orange, MA altimeter setting, increase LPV visibility all Cats. to 1½ mile and LNAV Cat. A visibility to 1¼ mile.

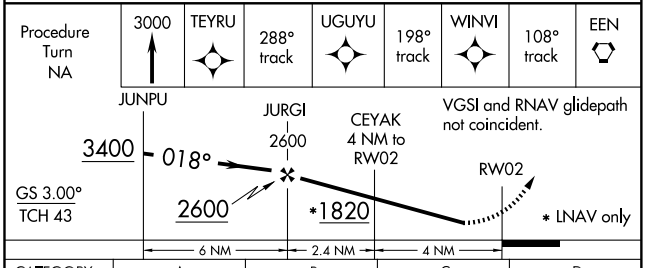
MALSR

MISSED APPROACH: Climb to 3000 direct TEYRU and via 288° track to UGUYU and via 198° track to WINVI and via 108° track to EEN VORTAC and hold.

AWOS-3	BOSTON CENTER	UNICOM
119.025	123.75 338.2	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	884-1 396 (400-1)			
LNAV MDA	1380-1 892 (900-1)		1380-2¼ 892 (900-2¼)	1380-2½ 892 (900-2½)
CIRCLING	1380-1¼ 892 (900-1¼)	1480-1½ 992 (1000-1½)	1480-3 992 (1000-3)	1640-3 1152 (1200-3)

NE-1. 22 OCT 2009 to 19 NOV 2009

VORTAC EEN	APP CRS	Rwy ldg	6201
109.4	024°	TDZE	488
Chan 31		Apt Elev	488

VOR RWY 2

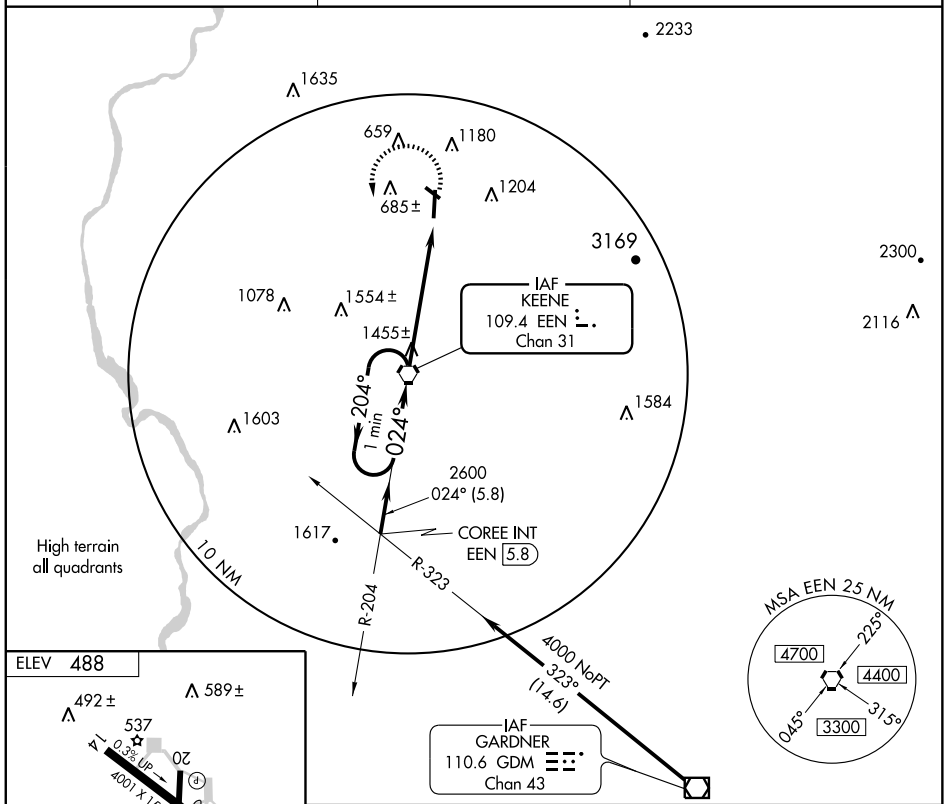
KEENE/DILLANT-HOPKINS (EEN)

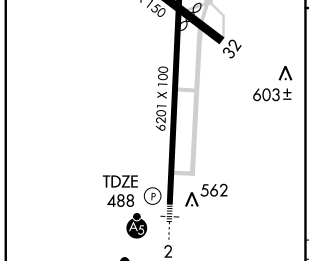
Inoperative table does not apply.

MALSR

MISSED APPROACH: Climbing left turn to 2900 direct EEN VORTAC and hold.

AWOS-3	BOSTON CENTER	UNICOM
119.025	123.75 338.2	123.0 (CTAF) L

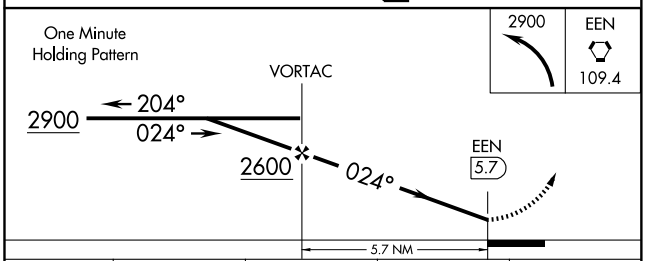




HIRL Rwy 2-20 L
MIRL Rwy 14-32 L

024° 5.7 NM from FAF

FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54



CATEGORY	A	B	C	D
S-2	2100-1¼ 1612 (1700-1¼)	2100-1½ 1612 (1700-1½)	2100-3	1612 (1700-3)
CIRCLING	2100-1¼ 1612 (1700-1¼)	2100-1½ 1612 (1700-1½)	2100-3	1612 (1700-3)

NE-1. 22 OCT 2009 to 19 NOV 2009

LOC/DME I-LCI	APP CRS	Rwy ldg	5646
108.5	084°	TDZE	545
Chan 22		Apt Elev	545

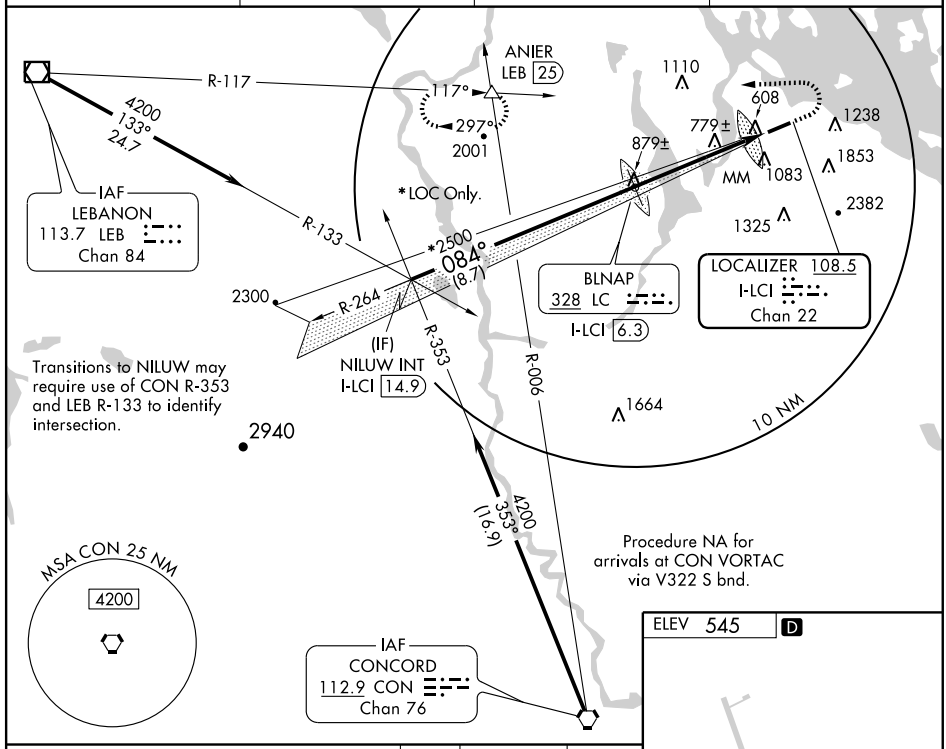
ILS or LOC RWY 8
LACONIA MUNI (LCI)

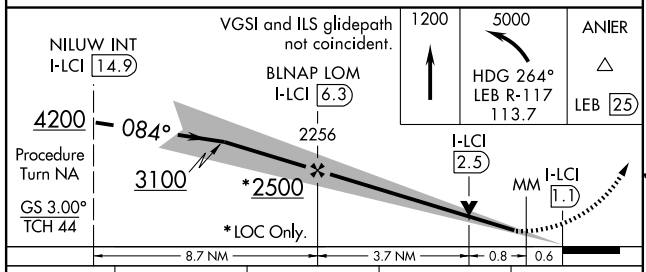
If local altimeter setting not received, use Concord altimeter setting and increase all DAs/MDAs 80 feet. VDP NA when using Concord altimeter setting. For inoperative MALSR, increase S-ILS 8 all Cats visibility to 1 mile.

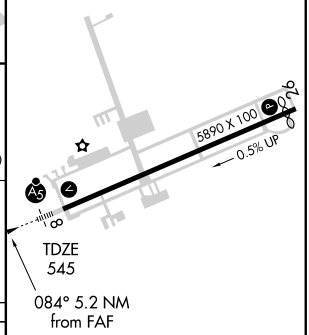
MALSR

MISSED APPROACH: Climb to 1200, then climbing left turn to 5000 via heading 264° and LEB VOR/DME R-117 to ANIER Int/LEB 25 DME and hold, continue climb-in-hold to 5000.

AWOS-3	BOSTON APP CON	CLNC DEL	UNICOM
133.525	134.75 254.25	119.85	123.0 (CTAF)







CATEGORY	A	B	C	D
S-ILS 8	825-½ 280 (300-½)			
S-LOC 8	1040-½ 495 (500-½)		1040-¾ 495 (500-¾)	1040-1 495 (500-1)
CIRCLING	1420-1 875 (900-1)	1600-1½ 1055 (1100-1½)	1600-3 1055 (1100-3)	2160-3 1615 (1700-3)

FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:10	3:26	2:35	2:04	1:43

NE-1. 22 OCT 2009 to 19 NOV 2009

LOM LC	APP CRS	Rwy ldg	5646
328	083°	TDZE	545
		Apt Elev	545

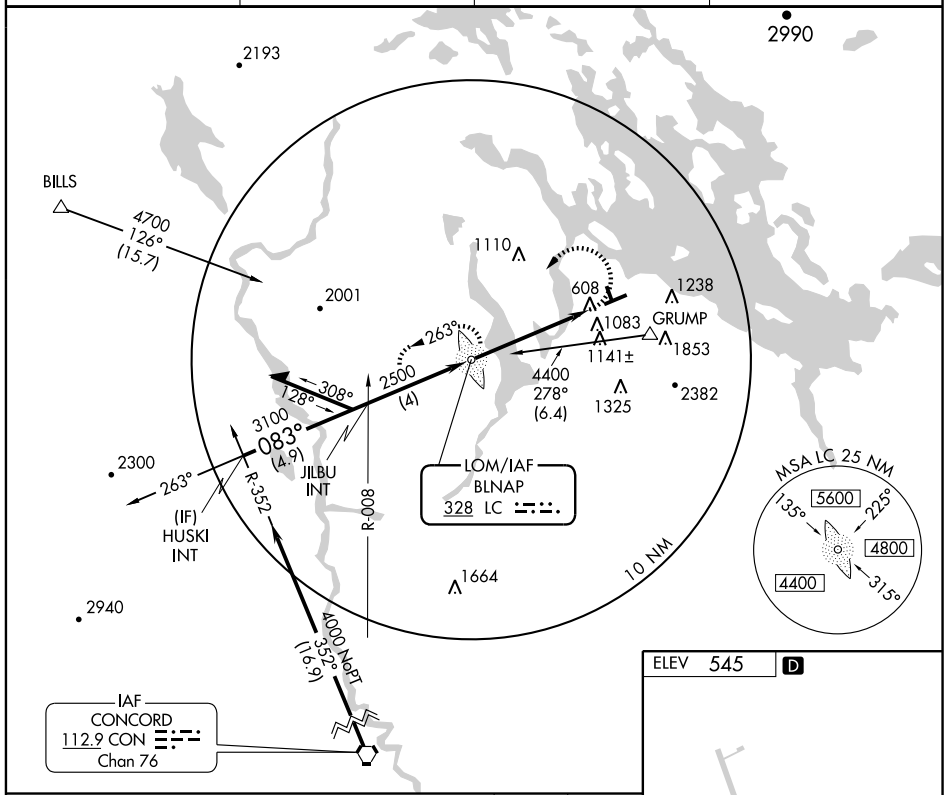
NDB RWY 8
LACONIA MUNI (LCI)

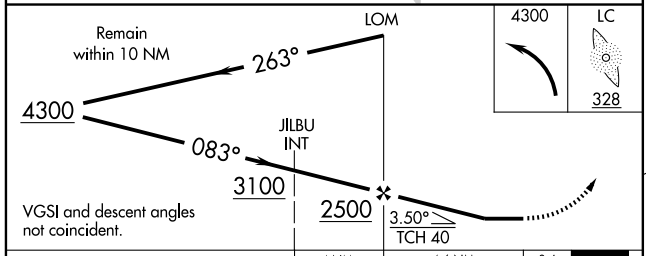
If local altimeter setting not received, use Concord altimeter setting and increase all MDAs 80 feet. For inoperative MALSR, increase S-8 Cats A/B visibility to 1¼.

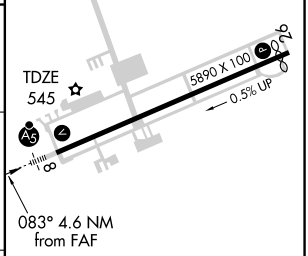
MALSR

MISSED APPROACH: Climbing left turn to 4300 direct LC LOM and hold, continue climb-in-hold to 4300.

AWOS-3	BOSTON APP CON	CLNC DEL	UNICOM
133.525	134.75 254.25	119.85	123.0 (CTAF) L







HIRL Rwy 8-26 L
REIL Rwy 26

CATEGORY	A	B	C	D
S-8	1460-¾ 915 (1000-¾)		1460-2¼ 915 (1000-2¼)	1460-2¾ 915 (1000-2¾)
CIRCLING	1460-1¼ 915 (1000-1¼)	1600-1½ 1055 (1100-1½)	1600-3 1055 (1100-3)	2160-3 1615 (1700-3)

FAF to MAP 4.6 NM

Knots	60	90	120	150	180
Min:Sec	4:34	3:03	2:17	1:50	1:31

NE-1. 22 OCT 2009 to 19 NOV 2009

WAAS	APP CRS		
CH **73003**	**083°**	Rwy ldg	**5646**
W08A		TDZE	**545**
		Apt Elev	**545**

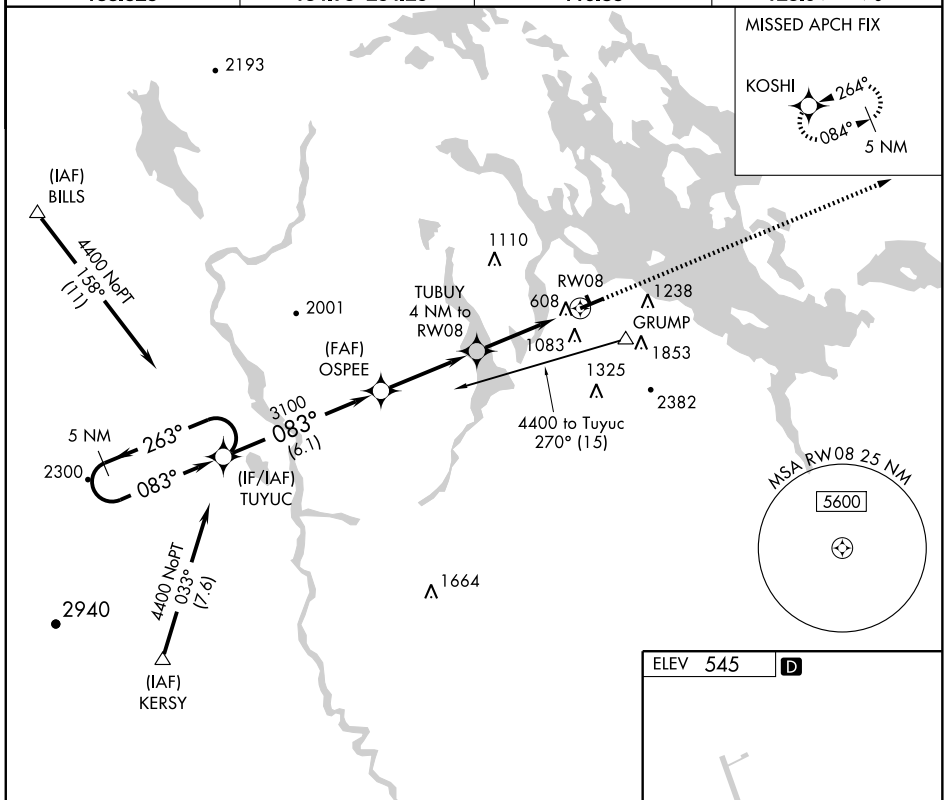
RNAV (GPS) RWY 8
LACONIA MUNI (LCI)

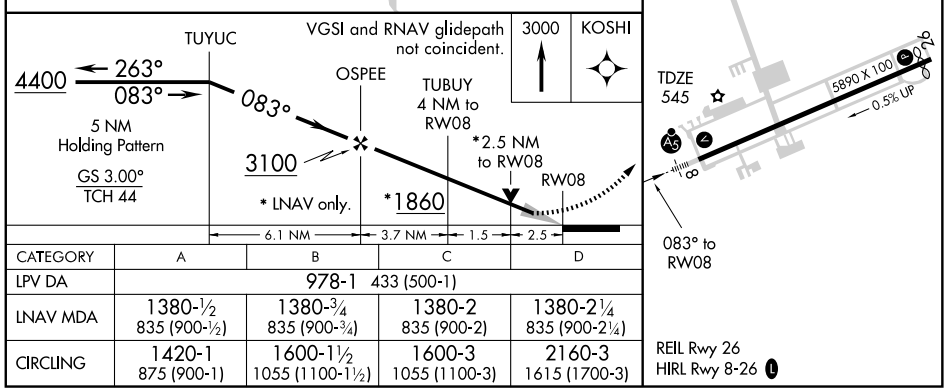
For inoperative MALSR, increase LPV all Cats visibility to 1½ miles. If local altimeter setting not received, use Concord altimeter setting and increase all DAs/MDAs 80 feet. DME/DME RNP-0.3 NA. VDP NA when using Concord altimeter setting.

MALSR

MISSED APPROACH: Climb to 3000 direct KOSHI and hold.

AWOS-3	BOSTON APP CON	CLNC DEL	UNICOM
133.525	**134.75 254.25**	**119.85**	**123.0** (CTAF)





CATEGORY	A	B	C	D
LPV DA	978-1 433 (500-1)			
LNAV MDA	1380-½ 835 (900-½)	1380-¾ 835 (900-¾)	1380-2 835 (900-2)	1380-2¼ 835 (900-2¼)
CIRCLING	1420-1 875 (900-1)	1600-1½ 1055 (1100-1½)	1600-3 1055 (1100-3)	2160-3 1615 (1700-3)

NE-1. 22 OCT 2009 to 19 NOV 2009

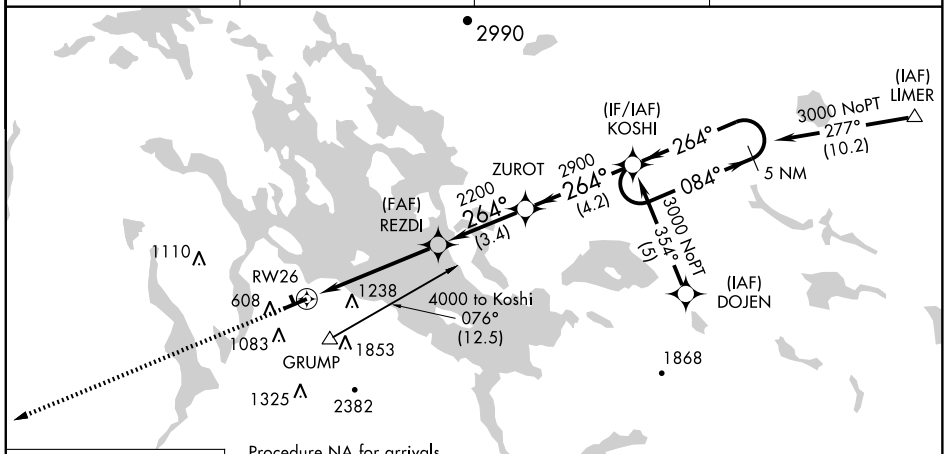
APP CRS	Rwy ldg	5286
264°	TDZE	533
	Apt Elev	545

RNAV (GPS) RWY 26
LACONIA MUNI (LCI)

If local altimeter setting not received, use Concord altimeter setting and increase all MDAs 80 feet. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

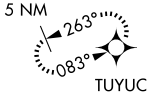
MISSED APPROACH: Climb to 4400 direct TUYUC and hold, continue climb-in-hold to 4400.

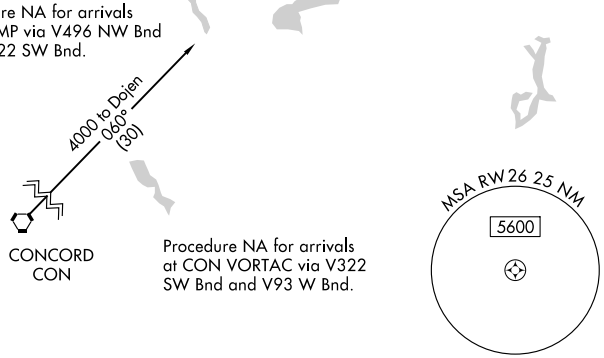
AWOS-3	BOSTON APP CON	CLNC DEL	UNICOM
133.525	134.75 254.25	119.85	123.0 (CTAF) L



Procedure NA for arrivals at GRUMP via V496 NW Bnd and V322 SW Bnd.

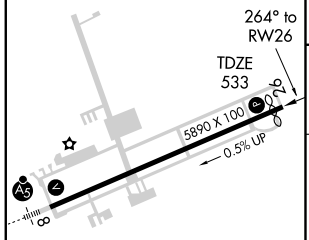
MISSED APCH FIX

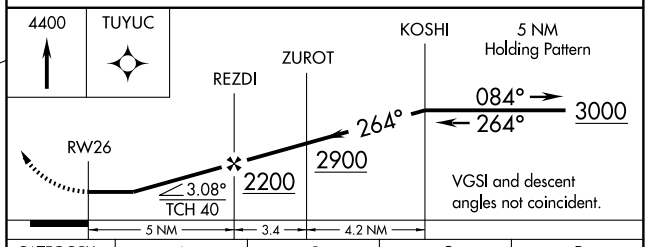




Procedure NA for arrivals at CON VORTAC via V322 SW Bnd and V93 W Bnd.

ELEV 545 D





CATEGORY	A	B	C	D
LNAV MDA	1420-1¼ 887 (900-1¼)		1420-2¾ 887 (900-2¾)	1420-3 887 (900-3)
CIRCLING	1420-1¼ 875 (900-1¼)	1600-1½ 1055 (1100-1½)	1600-3 1055 (1100-3)	2160-3 1615 (1700-3)

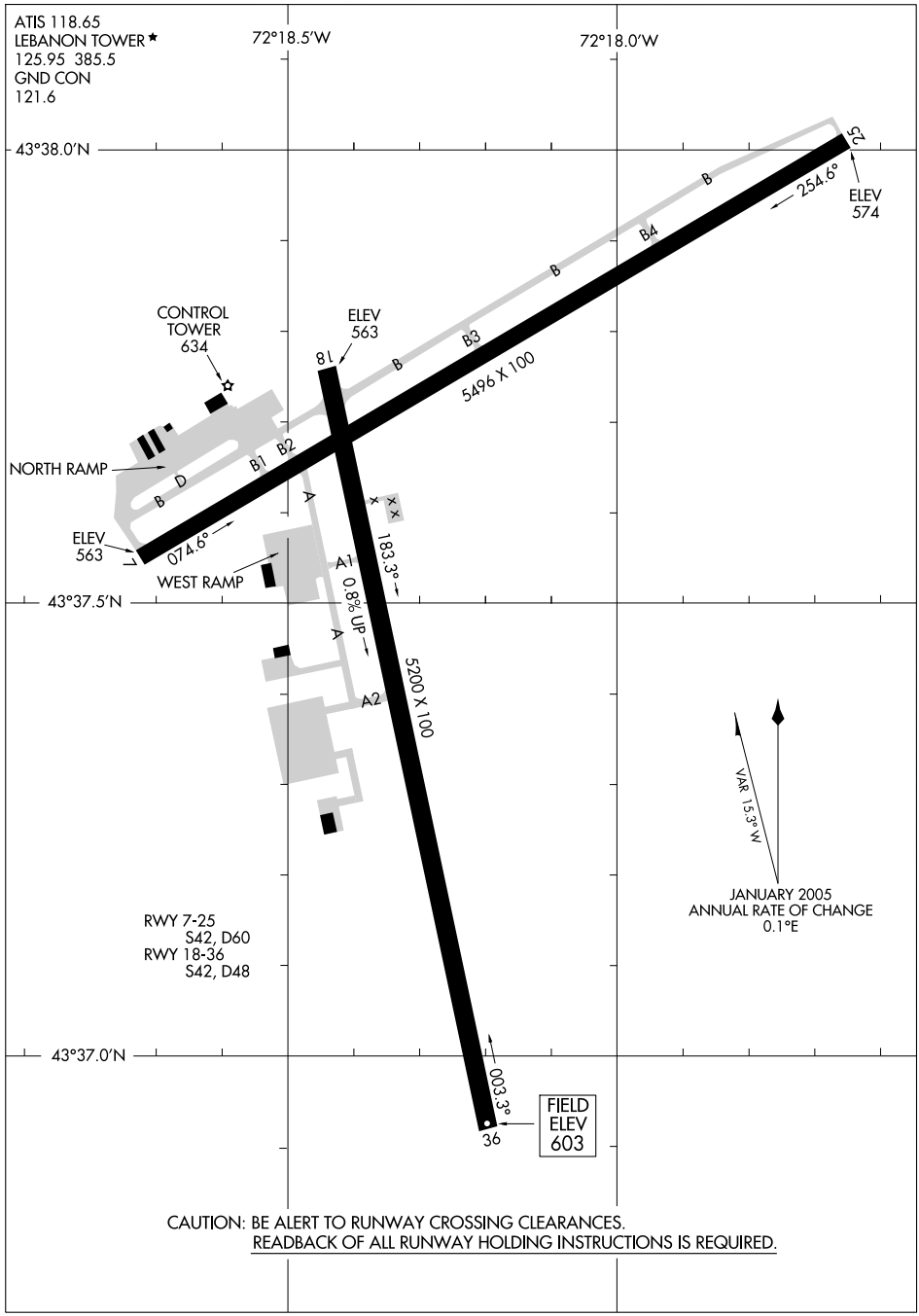
REIL Rwy 26
HIRL Rwy 8-26 L

NE-1. 22 OCT 2009 to 19 NOV 2009

AIRPORT DIAGRAM

AL-859 (FAA)

LEBANON MUNI (LEB)
LEBANON, NEW HAMPSHIRE



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

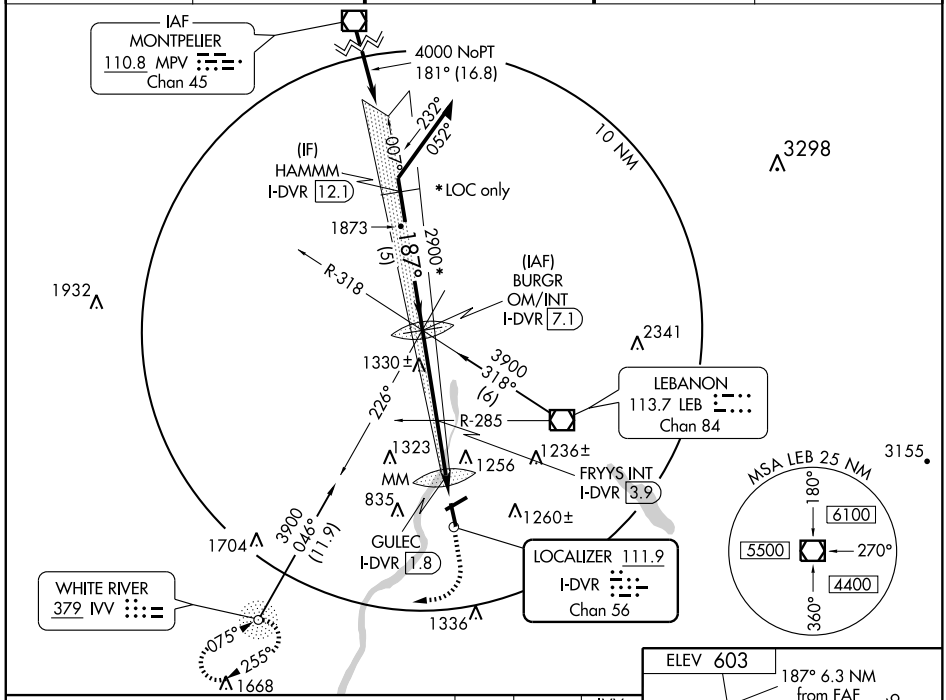
LOC/DME I-DVR	APP CRS	Rwy ldg 5200
111.9	187°	TDZE 573
Chan 56		Apt Elev 603

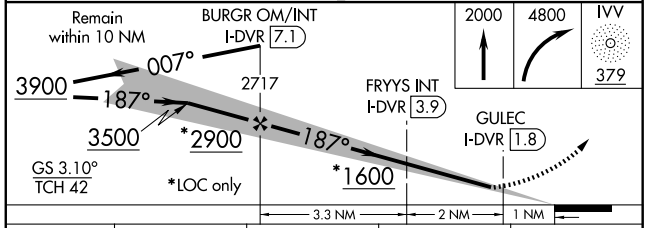
ILS or LOC RWY 18
LEBANON MUNI (LEB)

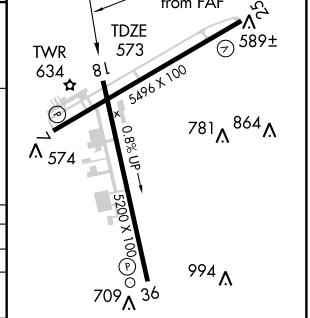
ADF Required.

MISSED APPROACH: Climb to 2000 then climbing right turn to 4800 direct IVV NDB and hold.

ATIS	BOSTON CENTER	LEBANON TOWER ★	GND CON	UNICOM
118.65	134.7 381.4	125.95 (CTAF) L 235.775	121.6	122.95







MIRL Rwy 7-25 L
HIRL Rwy 18-36 L
REIL Rwys 7, 18 and 25

CATEGORY	A	B	C	D
S-ILS 18	955-1¼ 382 (400-1¼)			
S-LOC 18	1600-1¼ 1027 (1000-1¼)	1600-1½ 1027 (1000-1½)	1600-3 1027 (1000-3)	
CIRCLING	1600-1¼ 997 (1000-1¼)	1740-1½ 1137 (1200-1½)	1880-3 1277 (1300-3)	
FRYYS INT MINIMUMS				
S-LOC 18	1020-1¼ 447 (500-1¼)			1020-1½ 447 (500-1½)
CIRCLING	1580-1¼ 977 (1000-1¼)	1740-1½ 1137 (1200-1½)	1880-3 1277 (1300-3)	

FAF to MAP 5.3 NM

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

NE-1. 22 OCT 2009 to 19 NOV 2009

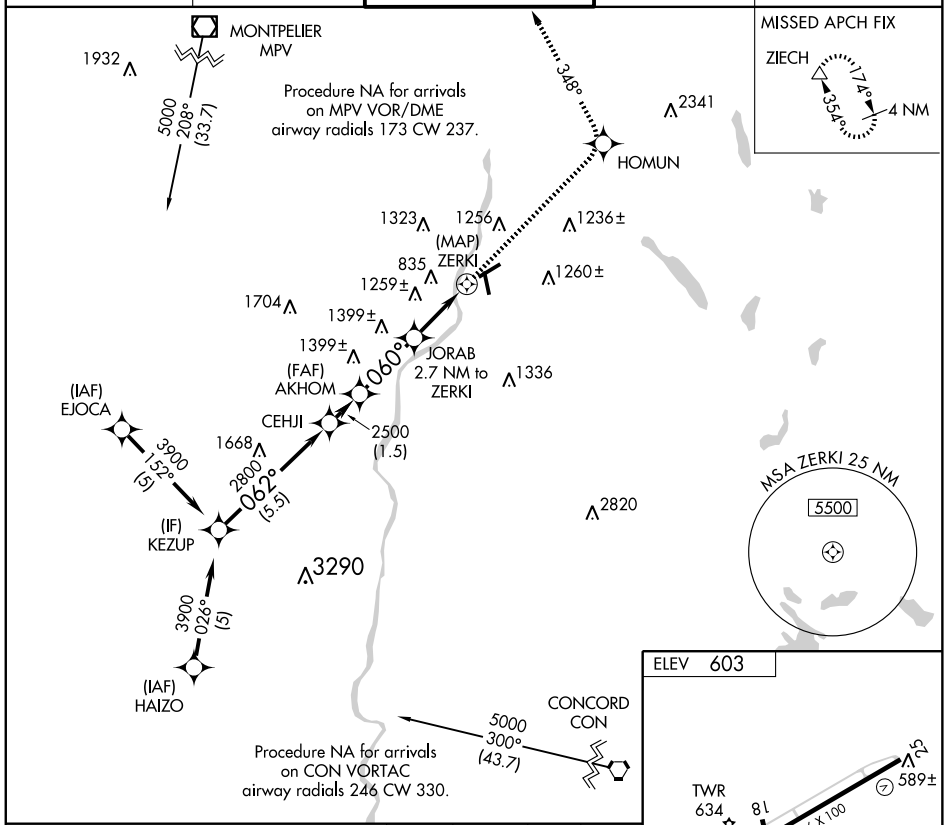
APP CRS	Rwy ldg	5496
060°	TDZE	564
	Apt Elev	603

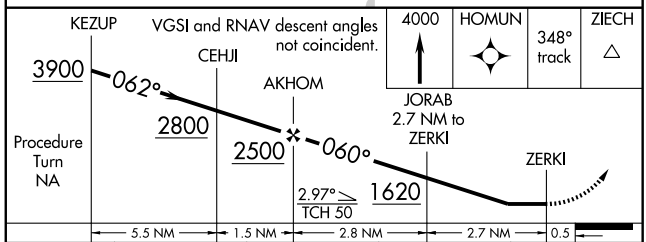
RNAV (GPS) RWY 7
LEBANON MUNI (LEB)

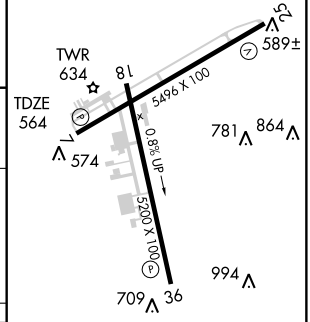
DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4000 direct HOMUN and via 348° track to ZIECH and hold.

ATIS	BOSTON CENTER	LEBANON TOWER ★	GND CON	UNICOM
118.65	134.7 381.4	125.95 (CTAF) L 235.775	121.6	122.95







CATEGORY	A	B	C	D
LNAV MDA	1460-1¼ 896 (900-1¼)		1460-2¾ 896 (900-2¾)	1460-3 896 (900-3)
CIRCLING	1640-1¼ 1037 (1100-1¼)	1720-1½ 1117 (1200-1½)	1740-3 1137 (1200-3)	

MIRL Rwy 7-25 L
HIRL Rwy 18-36 L
REIL Rwys 7, 18 and 25

NE-1. 22 OCT 2009 to 19 NOV 2009

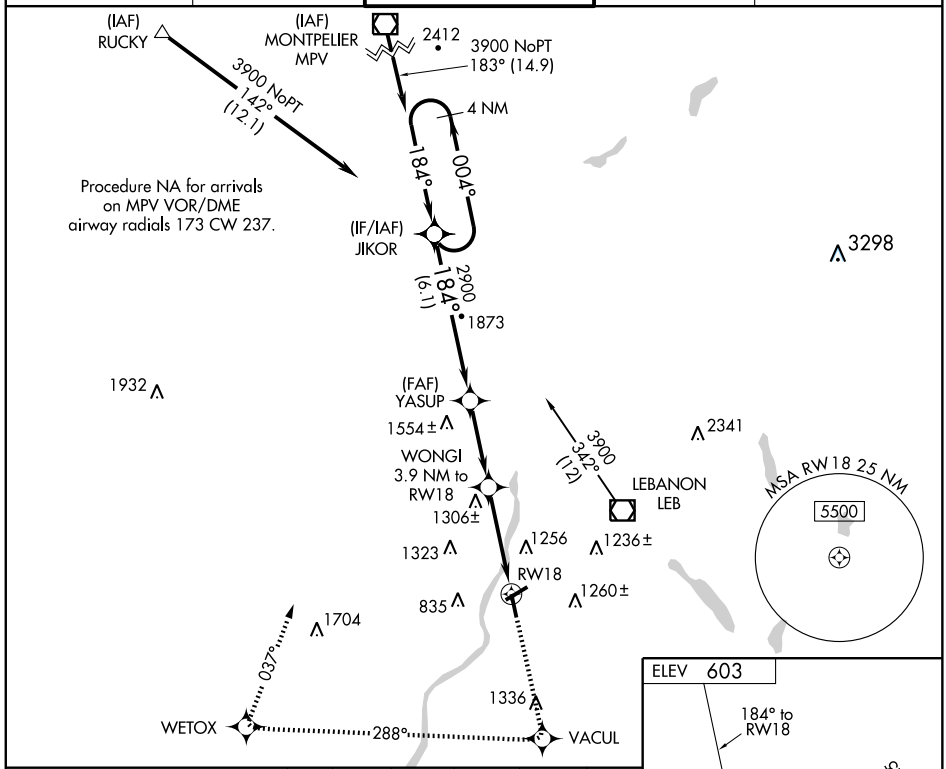
WAAS CH 93710 W18A	APP CRS 184°	Rwy ldg 5200 TDZE 573 Apt Elev 603

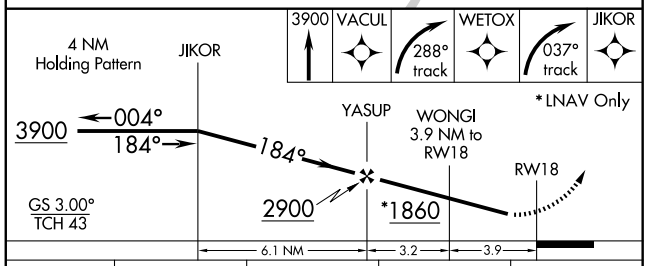
RNAV (GPS) RWY 18
LEBANON MUNI(LEB)

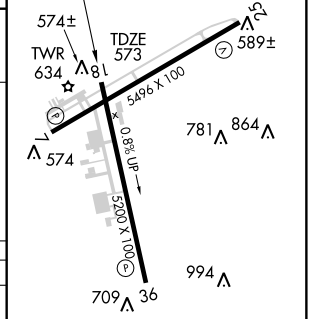
DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3900 direct VACUL and right turn via 288° track to WETOX and right turn via 037° track to JIKOR and hold.

ATIS	BOSTON CENTER	LEBANON TOWER ★	GND CON	UNICOM
118.65	134.7 381.4	125.95 (CTAF) L 235.775	121.6	122.95







CATEGORY	A	B	C	D
LPV DA	1006-1½ 443 (500-1½)			
LNAV MDA	1620-1¼ 1047 (1100-1¼)	1620-1½ 1047 (1100-1½)	1620-3 1047 (1100-3)	
CIRCLING	1640-1¼ 1037 (1100-1¼)	1720-1½ 1117 (1200-1½)	1740-3 1137 (1200-3)	

MIRL Rwy 7-25 L
HIRL Rwy 18-36 L
REIL Rwys 7, 18 and 25

NE-1. 22 OCT 2009 to 19 NOV 2009

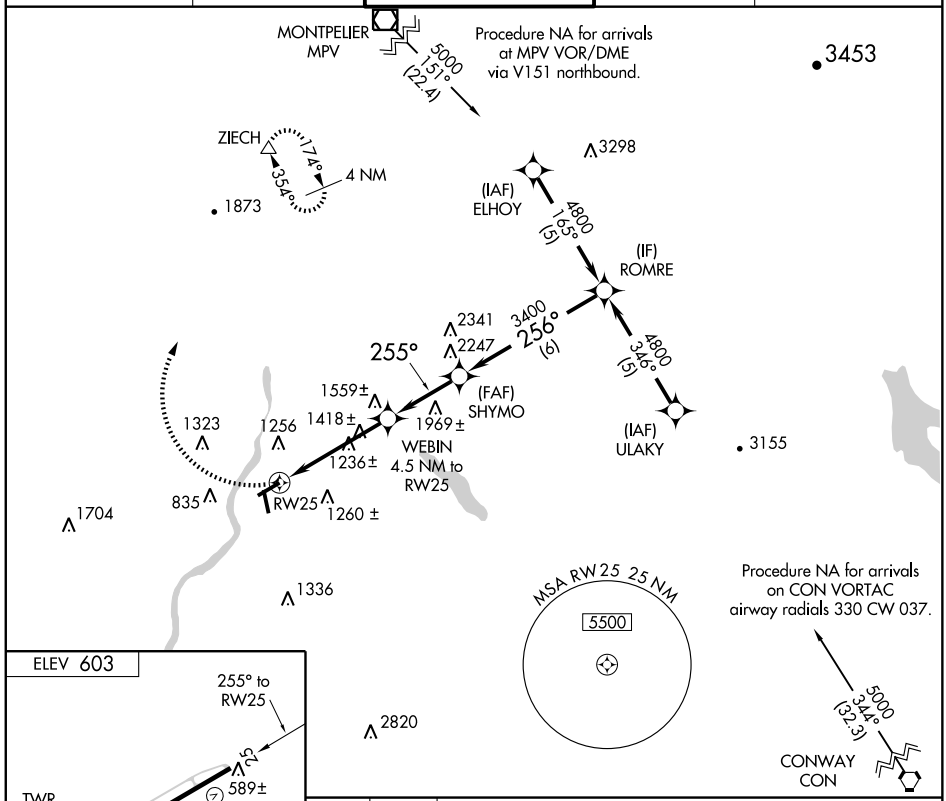
APP CRS	Rwy ldg	5496
255°	TDZE	574
	Apt Elev	603

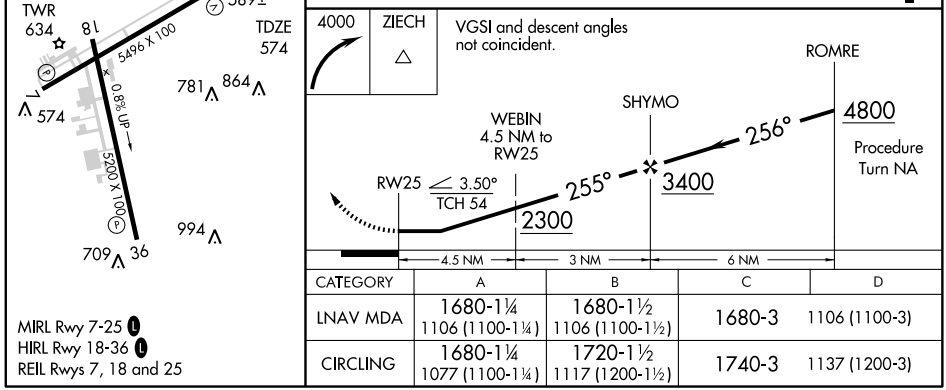
RNAV (GPS) RWY 25
LEBANON MUNI (LEB)

DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing right turn to 4000 direct ZIECH and hold.

ATIS	BOSTON CENTER	LEBANON TOWER ★	GND CON	UNICOM
118.65	134.7 381.4	125.95 (CTAF) L 235.775	121.6	122.95





CATEGORY	A	B	C	D
LNAV MDA	1680-1¼ 1106 (1100-1¼)	1680-1½ 1106 (1100-1½)	1680-3	1106 (1100-3)
CIRCLING	1680-1¼ 1077 (1100-1¼)	1720-1½ 1117 (1200-1½)	1740-3	1137 (1200-3)

MIRL Rwy 7-25 L
HIRL Rwy 18-36 L
REIL Rwys 7, 18 and 25

NE-1. 22 OCT 2009 to 19 NOV 2009

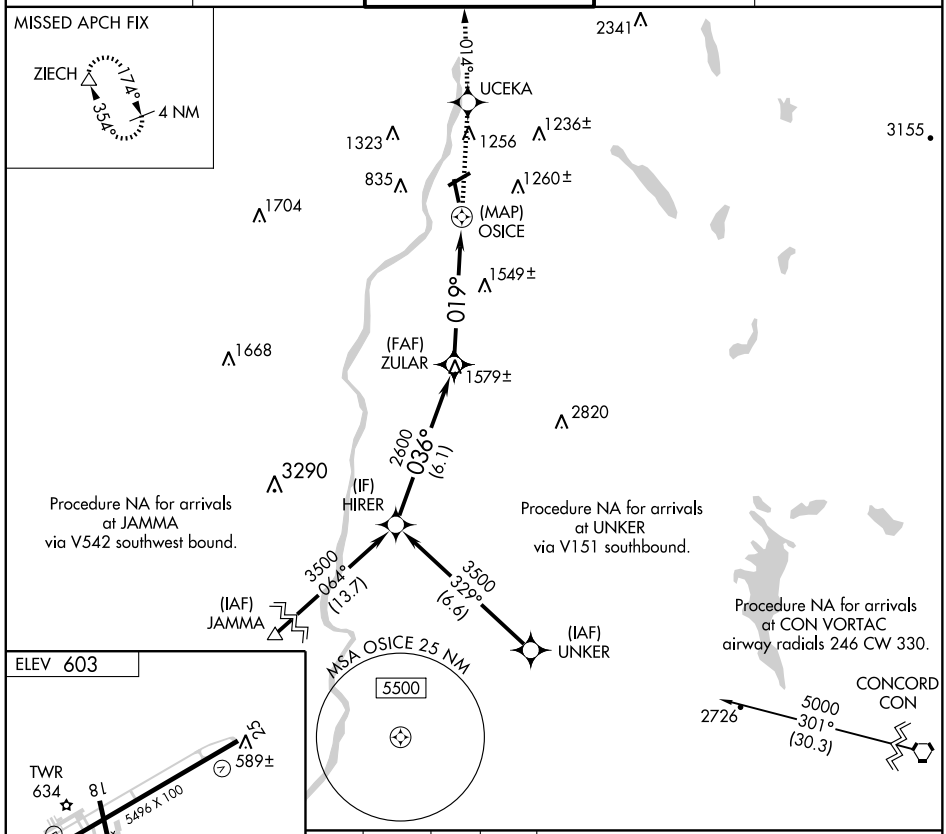
APP CRS	Rwy ldg	5200
019°	TDZE	603
	Apt Elev	603

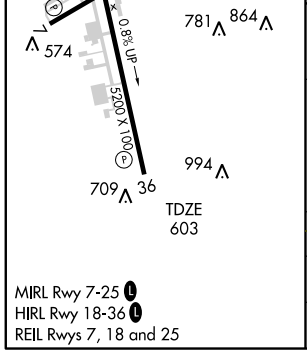
RNAV (GPS) RWY 36
LEBANON MUNI (LEB)

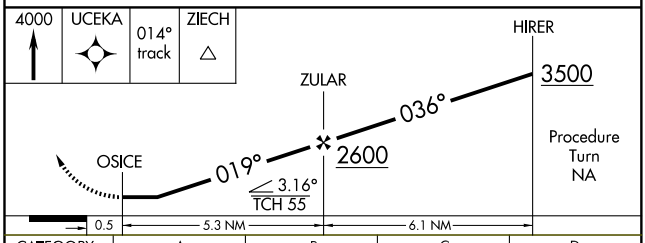
DME/DME RNP-0.3 NA.
Procedure NA at night.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4000 direct UCEKA and via 014° track to ZIECH and hold.

ATIS	BOSTON CENTER	LEBANON TOWER ★	GND CON	UNICOM
118.65	134.7 381.4	125.95 (CTAF) L 235.775	121.6	122.95







CATEGORY	A	B	C	D
LNAV MDA	1740-1¼ 1137 (1200-1¼)	1740-1½ 1137 (1200-1½)	1740-3 1137 (1200-3)	
CIRCLING	1740-1¼ 1137 (1200-1¼)	1740-1½ 1137 (1200-1½)	1740-3 1137 (1200-3)	

MIRL Rwy 7-25 L
HIRL Rwy 18-36 L
REIL Rwys 7, 18 and 25

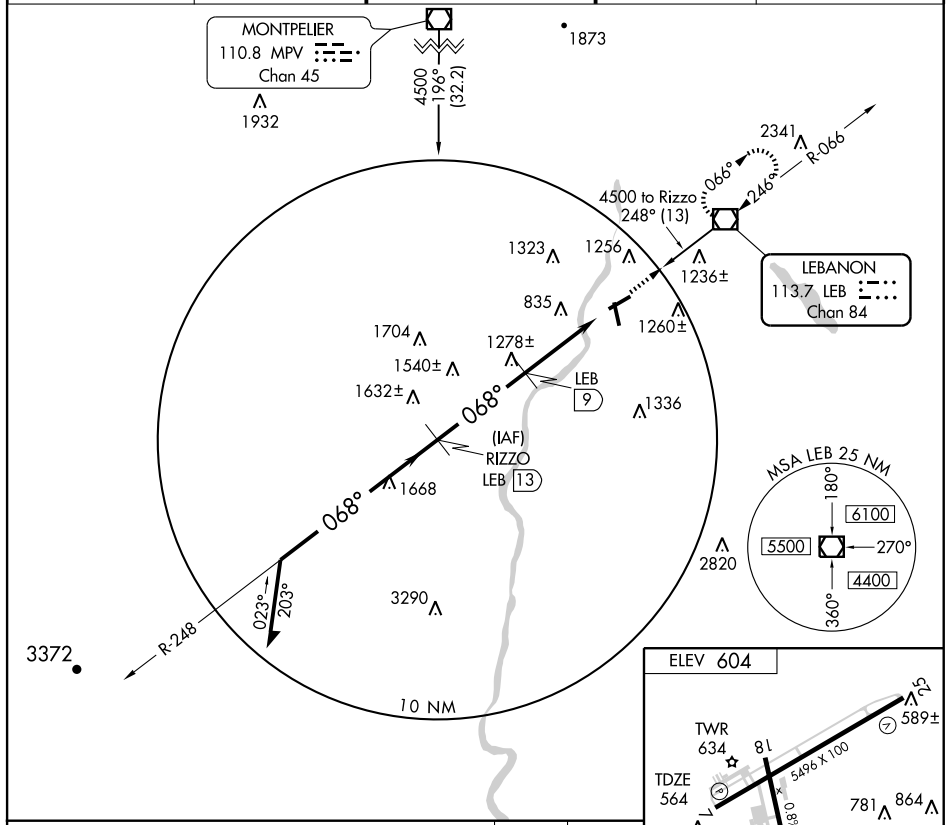
NE-1. 22 OCT 2009 to 19 NOV 2009

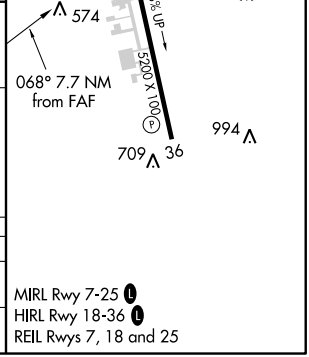
VOR/DME LEB	APP CRS	Rwy ldg 5496
113.7	068°	TDZE 564
Chan 84		Apt Elev 604

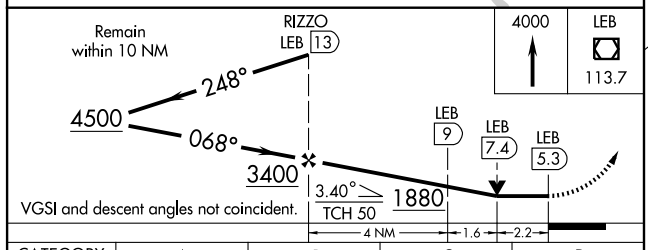
VOR/DME RWY 7
LEBANON MUNI (LEB)

MISSED APPROACH: Climb to 4000 direct LEB VOR/DME and hold.

ATIS	BOSTON CENTER	LEBANON TOWER ★	GND CON	UNICOM
118.65	134.7 381.4	125.95 (CTAF) L 235.775	121.6	122.95







VGSI and descent angles not coincident.

CATEGORY	A	B	C	D
S-7	1540-1¼ 976 (1000-1¼)	1540-1½ 976 (1000-1½)	1540-3 976 (1000-3)	
CIRCLING	1580-1¼ 976 (1000-1¼)	1740-1½ 1136 (1200-1½)	1880-3 1276 (1300-3)	

MIRL Rwy 7-25 L
HIRL Rwy 18-36 L
REIL Rwys 7, 18 and 25

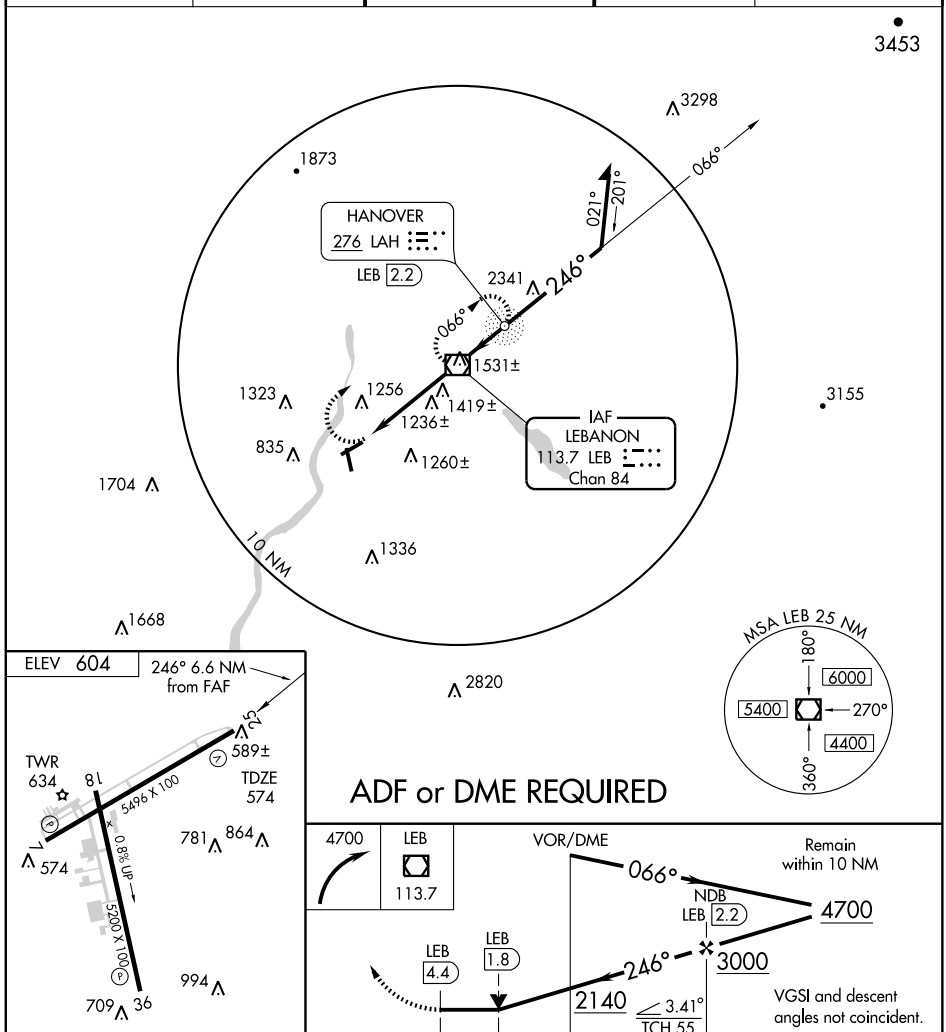
NE-1. 22 OCT 2009 to 19 NOV 2009

VOR/DME LEB	APP CRS	Rwy ldg	5496
113.7	246°	TDZE	574
Chan 84		Apt Elev	604

VOR RWY 25
LEBANON MUNI (LEB)

MISSED APPROACH: Climbing right turn to 4700 direct LEB VOR/DME and hold.

ATIS	BOSTON CENTER	LEBANON TOWER ★	GND CON	UNICOM
118.65	134.7 381.4	125.95 (CTAF) L 235.775	121.6	122.95



MIRL Rwy 7-25 L
HIRL Rwy 18-36 L
REIL Rwys 7, 18 and 25

FAF to MAP 6.6 NM					
Knots	60	90	120	150	180
Min:Sec	6:36	4:24	3:18	2:38	2:12

	A	B	C	D
S-25	1680-1¼ 1106 (1100-1¼)	1680-1½ 1106 (1100-1½)	1680-3	1106 (1100-3)
CIRCLING	1680-1¼ 1076 (1100-1¼)	1740-1½ 1136 (1200-1½)	1880-3	1276 (1300-3)

NE-1. 22 OCT 2009 to 19 NOV 2009

WHITE RIVER ONE DEPARTURE

LEBANON MUNI (LEB)
LEBANON, NEW HAMPSHIRE

ATIS
118.65
GND CON
121.6
LEBANON TOWER ★
125.95 235.775
BOSTON CENTER
134.7 381.4

MONTPELIER
110.8 MPV
Chan 45
N44°05.13′-W72°26.96′
L-32

4000
*4000
038°
(23)
R-218

PUNAZ
N43°44.25′
W72°38.59′

4000
*4000
340°
(13)

LEBANON
113.7 LEB
Chan 84
N43°40.73′-W72°12.96′

WHITE RIVER
379 IVV
N43°33.61′
W72°27.93′

R-229

5000
*5000
200°
(10)

BAUER
N43°23.23′
W72°28.84′

V72

CAMBRIDGE
115.0 CAM
Chan 97
N42°59.66′-W73°20.64′
L-32-34, H-11-12

5000
*5000
229°
(8)

29

V72

5000
*5000
120°
(41)

R-300

6000
*5400
257°
(37)

V72

JAMMA
N43°16.20′
W72°35.18′

5000
*5000
181°
(37)

CONCORD
112.9 CON
Chan 76
N43°13.19′-W71°34.53′
L-32

R-077

R-350

KEENE
109.4 EEN
Chan 31
N42°47.66′-W72°17.51′
L-32-33, H-11-12

R-001

NOTE: CAMBRIDGE, CONCORD, and KEENE transitions require a minimum climb gradient of 250 feet per NM through 4,000 feet.

NOTE: Procedure applicable to Rwy 25 departures only.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 25: Proceed direct to IVV NDB. Then via assigned transition.

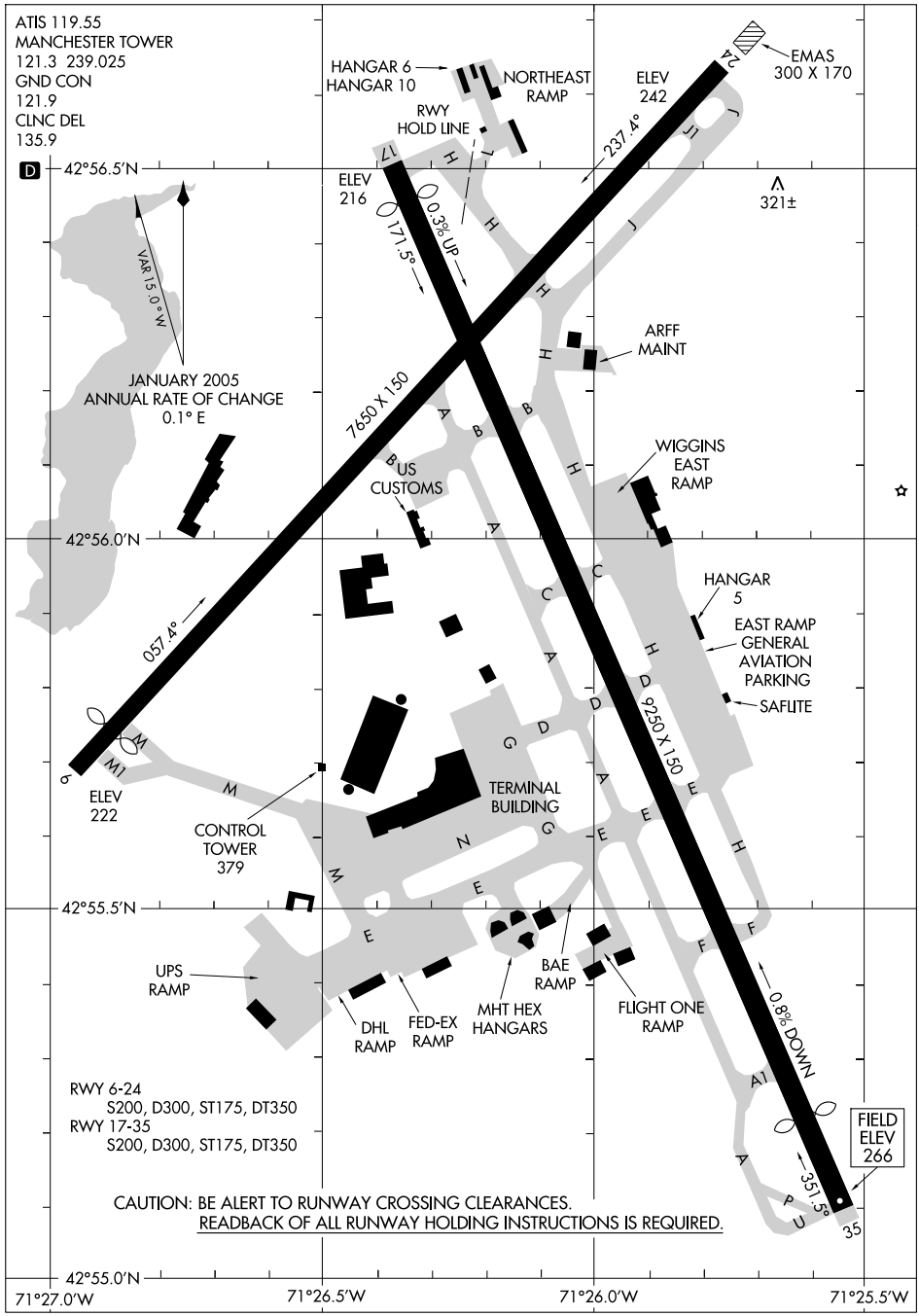
CAMBRIDGE TRANSITION (IVV1.CAM): From over IVV NDB via IVV 200° bearing to BAUER INT then via LEB VOR/DME R-229 to JAMMA INT then via CAM R-077 to CAM VOR/DME.
CONCORD TRANSITION (IVV1.CON): From over IVV NDB via IVV 200° bearing to BAUER INT then via CON R-300 to CON VORTAC.
KEENE TRANSITION (IVV1.EEN): From over IVV NDB via IVV 200° bearing to BAUER INT then via EEN R-001 to EEN VORTAC.
MONTPELIER TRANSITION (IVV1.MPV): From over IVV NDB via IVV 340° bearing then via MPV R-218 to MPV VOR/DME.

08325

AIRPORT DIAGRAM

AL-246 (FAA)

MANCHESTER (MHT)
MANCHESTER, NEW HAMPSHIRE

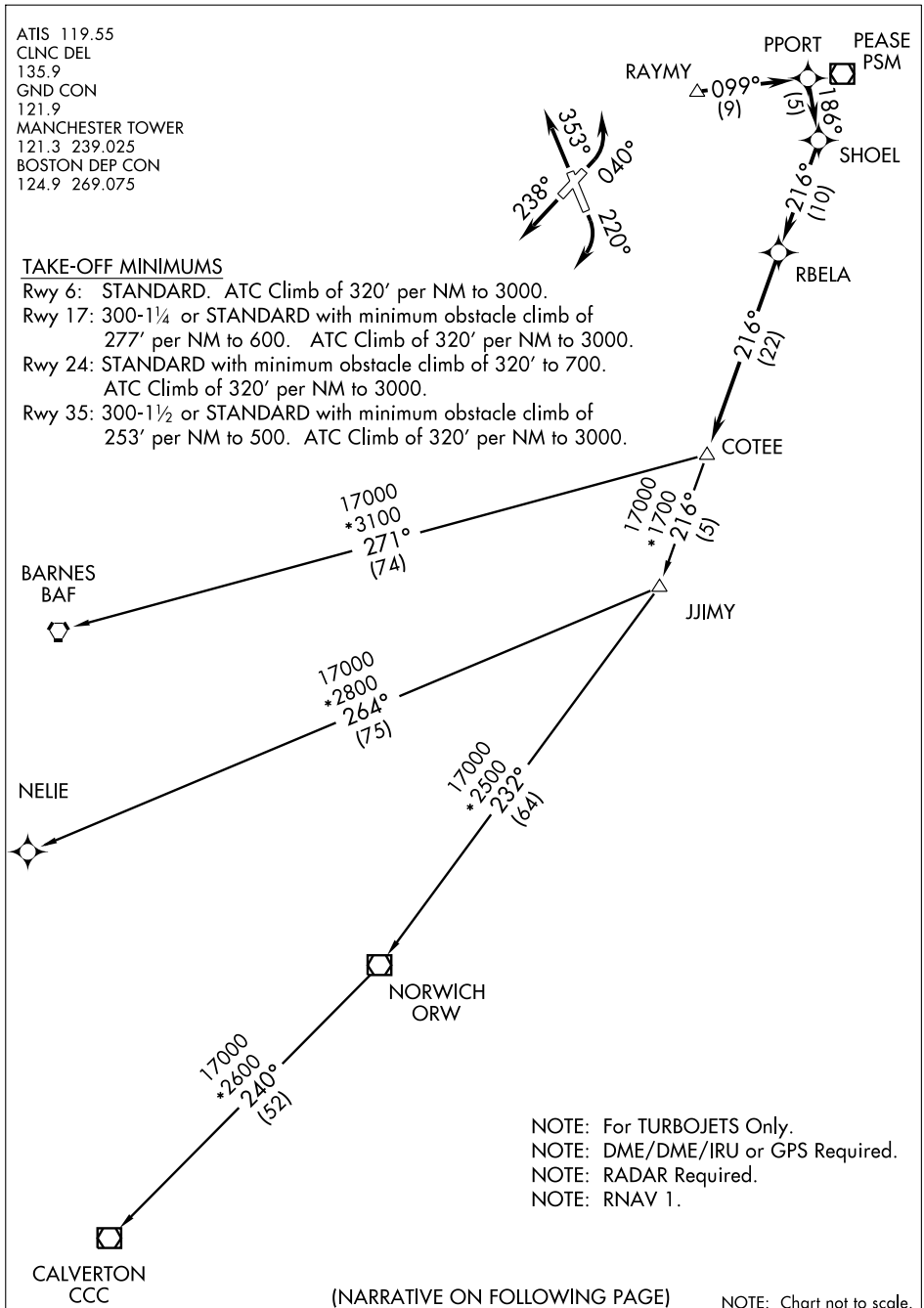


NE-1, 22 OCT 2009 to 19 NOV 2009

COTEE TWO DEPARTURE (RNAV)

MANCHESTER (MHT)
MANCHESTER, NEW HAMPSHIRE

ATIS 119.55
CLNC DEL
135.9
GND CON
121.9
MANCHESTER TOWER
121.3 239.025
BOSTON DEP CON
124.9 269.075



TAKE-OFF MINIMUMS

Rwy 6: STANDARD. ATC Climb of 320′ per NM to 3000.

Rwy 17: 300-1¼ or STANDARD with minimum obstacle climb of 277′ per NM to 600. ATC Climb of 320′ per NM to 3000.

Rwy 24: STANDARD with minimum obstacle climb of 320′ to 700. ATC Climb of 320′ per NM to 3000.

Rwy 35: 300-1½ or STANDARD with minimum obstacle climb of 253′ per NM to 500. ATC Climb of 320′ per NM to 3000.

NOTE: For TURBOJETS Only.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RADAR Required.
NOTE: RNAV 1.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

COTEE TWO DEPARTURE (RNAV)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 6: Climbing left turn heading 040°, expect vectors to RAYMY, then via depicted route to COTEE, Thence. . . .

TAKE-OFF RUNWAY 17: Climbing right turn heading 220°, expect vectors to RAYMY, then via depicted route to COTEE, Thence. . . .

TAKE-OFF RUNWAY 24: Climb heading 238°, expect vectors to RAYMY, then via depicted route to COTEE, Thence. . . .

TAKE-OFF RUNWAY 35: Climb heading 353°, expect vectors to RAYMY, then via depicted route to COTEE, Thence. . . .

. . . .maintain 3000 or as assigned by ATC. Expect clearance to filed altitude/flight level within 5 minutes after departure.

BARNES TRANSITION (COTEE2.BAF):
CALVERTON TRANSITION (COTEE2.CCC):
NELIE TRANSITION (COTEE2.NELIE):

TAKE-OFF OBSTACLES

Rwy 6: Trees beginning 238′ from DER, 266′ left of centerline, up to 108′ AGL/308′ MSL.
Trees beginning 272′ from DER, 378′ right of centerline, up to 67′ AGL/277′ MSL.

Rwy 17: Trees, Poles, and Buildings beginning 761′ from DER, 4′ right of centerline, up to 98′ AGL/433′ MSL.
Sign, Poles, Trees and Buildings beginning 976′ from DER, 2′ left of centerline, up to 108′ AGL/457′ MSL.

Rwy 24: Trees beginning 810′ from DER, 424′ left of centerline, up to 123′ AGL/293′ MSL.

Rwy 35: Tree and Poles beginning 719′ from DER, 558′ right of centerline, up to 51′ AGL/281′ MSL.
Pole and Trees beginning 891′ from DER, 527′ left of centerline, up to 80′ AGL/414′ MSL.

NE-1, 22 OCT 2009 to 19 NOV 2009

LOC/DME I-MNA	APP CRS	Rwy ldg 8914
109.1	173°	TDZE 229
Chan 28		Apt Elev 266

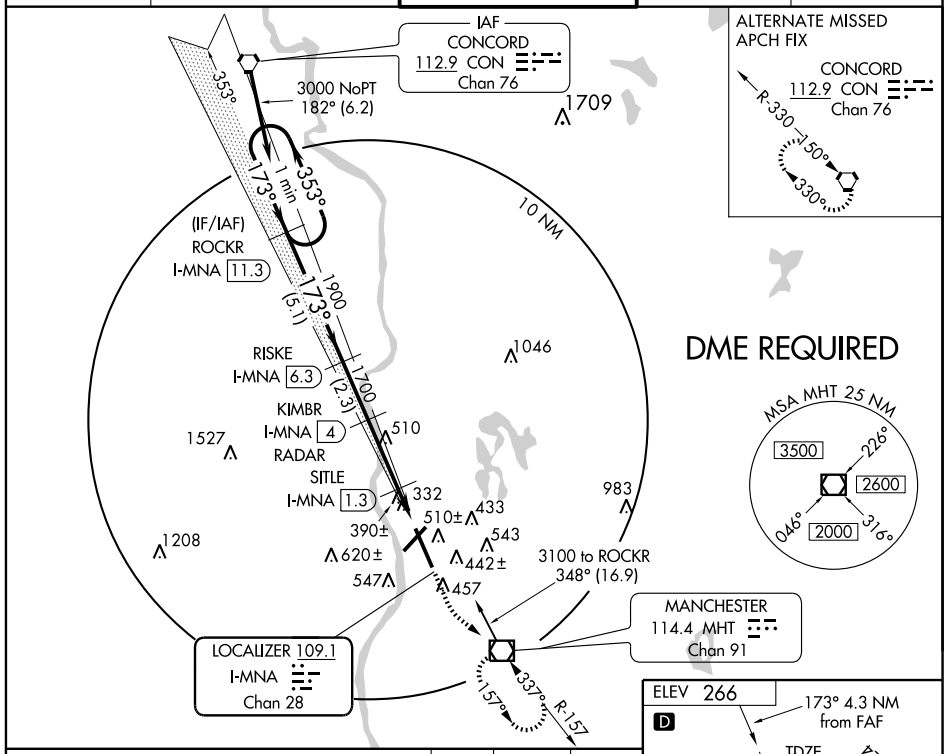
ILS or LOC/DME RWY 17
MANCHESTER (MHT)

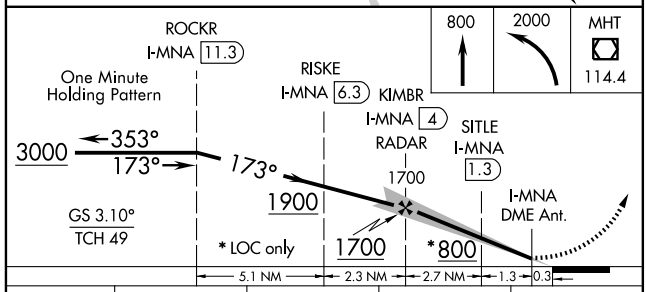
When local altimeter setting not received, use Boire Field altimeter setting and increase DA to 461 and all MDA 40 feet; increase S-LOC 17 Cat D visibility to RVR 5000.

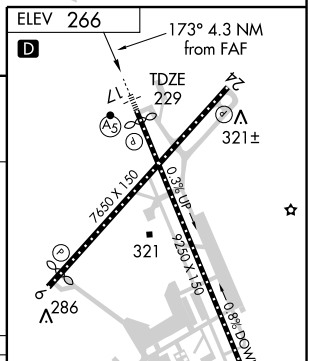
MALSR

MISSED APPROACH: Climb to 800 then climbing left turn to 2000 direct MHT VOR/DME and hold.

ATIS	BOSTON APP CON	MANCHESTER TOWER	GND CON	CLNC DEL
119.55	124.9 269.075	121.3 239.025	121.9	135.9







REIL Rwys 6 and 24
TDZ/CL Rwy 17 and 35
HIRL Rwys 6-24 and 17-35

CATEGORY	A	B	C	D
S-ILS 17	429/18 200 (200-½)			
S-LOC 17	640/24 411 (400-½)		640/40 411 (400-¾)	
CIRCLING	880-1 614 (700-1)		880-1¾ 614 (700-1¾)	880-2 614 (700-2)

NE-1. 22 OCT 2009 to 19 NOV 2009

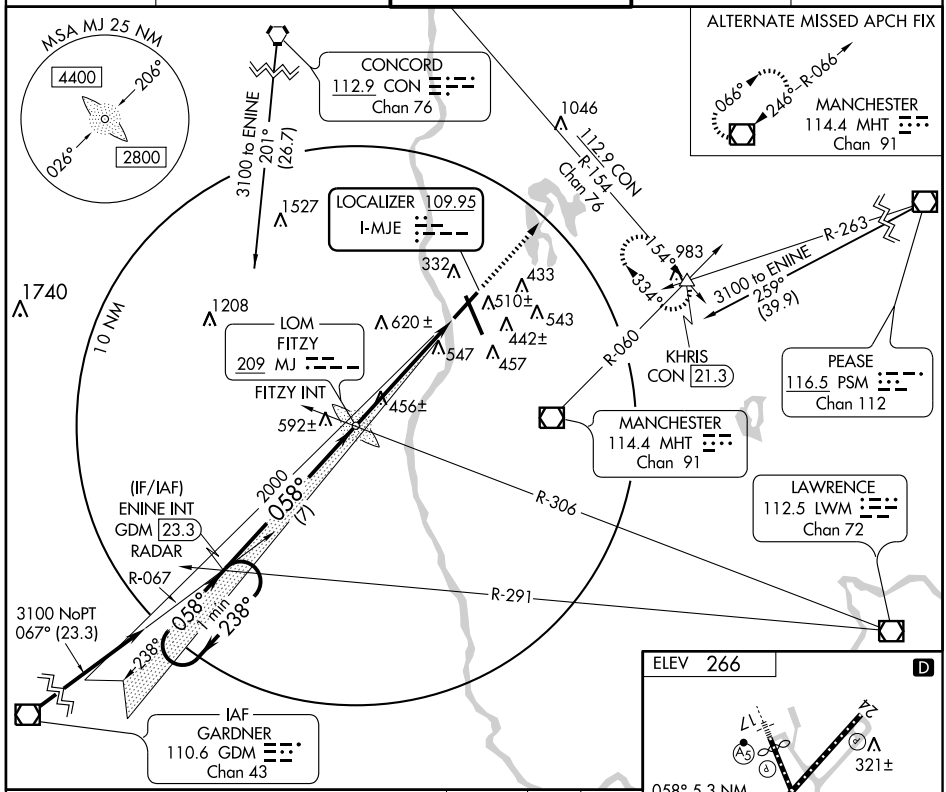
LOC I-MJE	APP CRS	Rwy ldg	7208
109.95	058°	TDZE	224
		Apt Elev	266

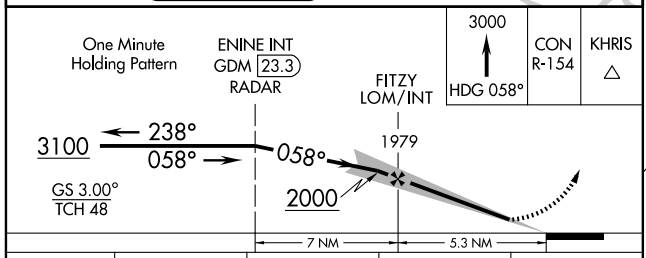
ILS or LOC RWY 6
MANCHESTER (MHT)

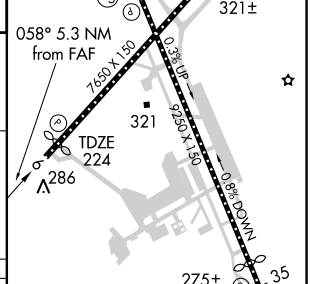
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 via heading 058° and CON VORTAC R-154 to KHRIS INT/CON 21.3 DME and hold, continue climb-in-hold to 3000.

ATIS	BOSTON APP CON	MANCHESTER TOWER	GND CON	CLNC DEL
119.55	124.9 269.075	121.3 239.025	121.9	135.9







CATEGORY	A	B	C	D
S-ILS 6	474/40 250 (300-¾)			
S-LOC 6	820/50 596 (600-1)		820/1½ 596 (600-1½)	820-1¾ 596 (600-1¾)
CIRCLING	880-1 614 (700-1)		880-1¾ 614 (700-1¾)	880-2 614 (700-2)

FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

NE-1. 22 OCT 2009 to 19 NOV 2009

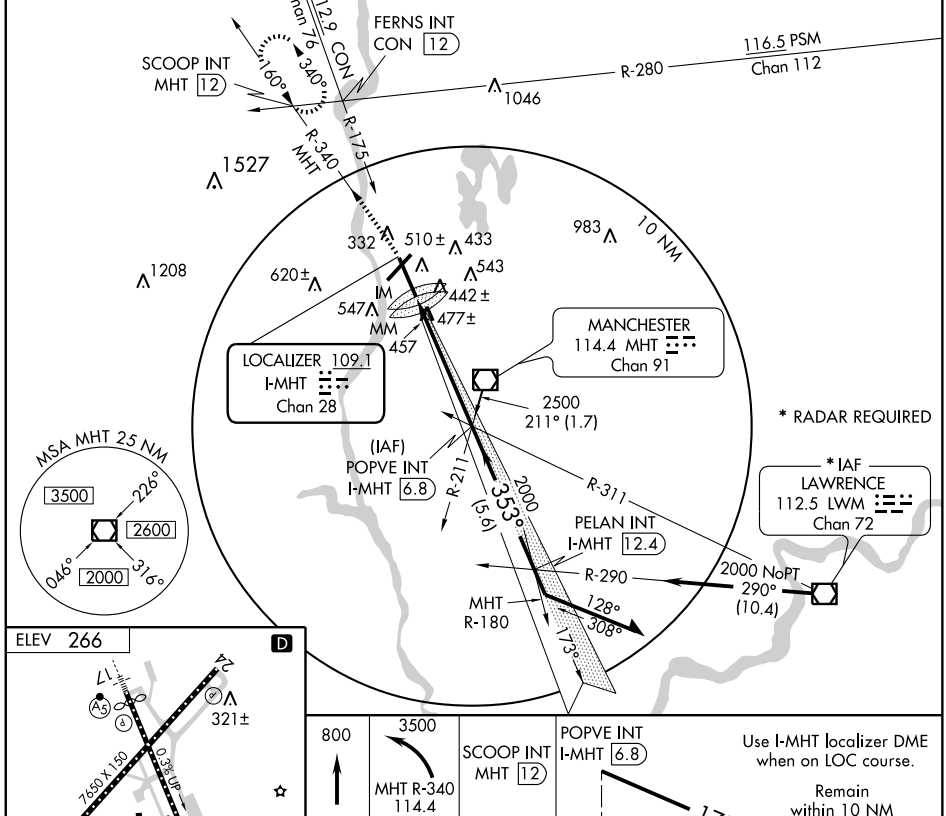
ILS or LOC RWY 35
MANCHESTER (MHT)

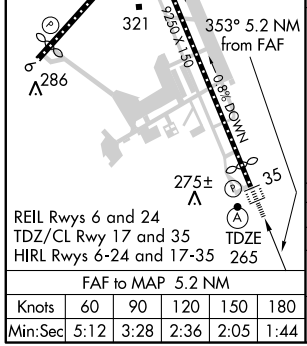
LOC/DME I-MHT	APP CRS	Rwy ldg	7650
109.1	353°	TDZE	265
Chan 28		Apt Elev	266

ALSF-2

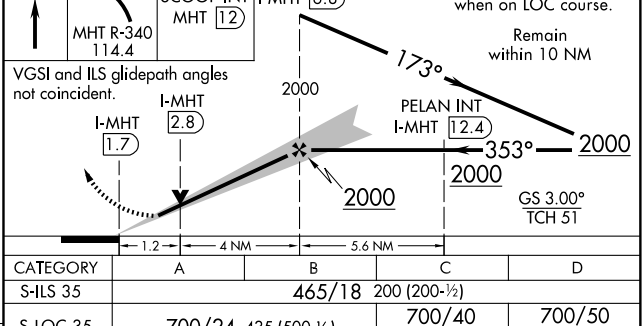
MISSED APPROACH: Climb to 800 then climbing left turn to 3500 via MHT R-340 to SCOOP Int/MHT 12 DME and hold.

ATIS	BOSTON APP CON	MANCHESTER TOWER	GND CON	CLNC DEL
119.55	124.9 269.075	121.3 239.025	121.9	135.9





FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44



CATEGORY	A	B	C	D
S-ILS 35	465/18 200 (200-½)			
S-LOC 35	700/24 435 (500-½)		700/40 435 (500-¾)	700/50 435 (500-1)
CIRCLING	880-1 614 (700-1)		880-1¾ 614 (700-1¾)	880-2 614 (700-2)

NE-1. 22 OCT 2009 to 19 NOV 2009

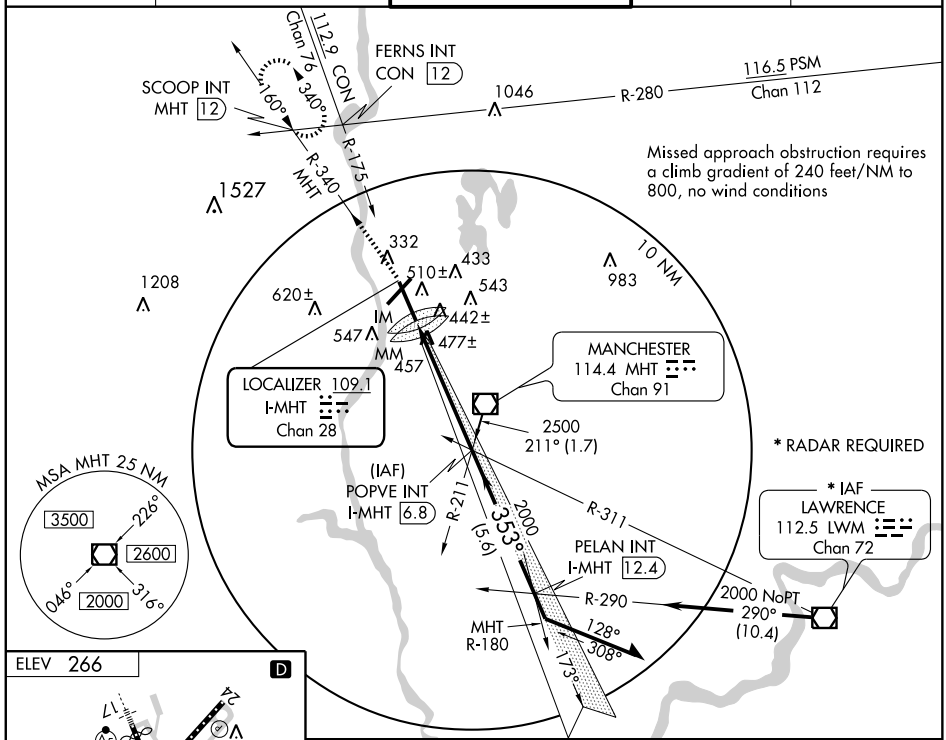
LOC/DME I-MHT	APP CRS	Rwy ldg	7650
109.1	353°	TDZE	265
Chan 28		Apt Elev	266

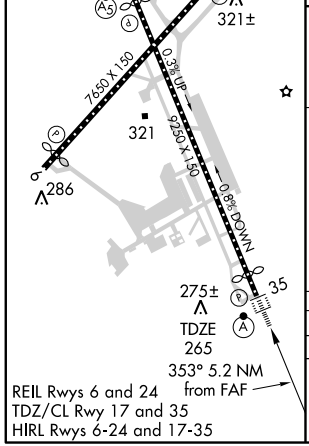
ILS RWY 35 (CAT II)
MANCHESTER (MHT)

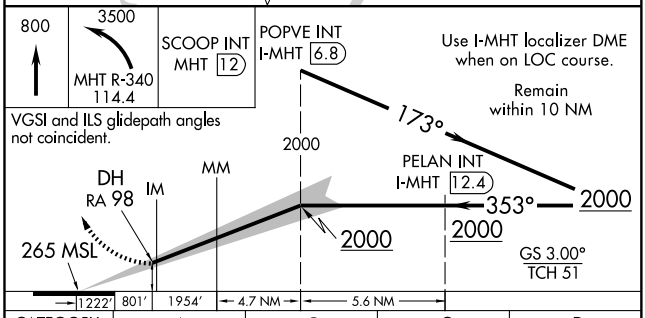
ALSF-2

MISSED APPROACH: Climb to 800 then climbing left turn to 3500 via MHT R-340 to SCOOP Int/MHT 12 DME and hold.

ATIS	BOSTON APP CON	MANCHESTER TOWER	GND CON	CLNC DEL
119.55	124.9 269.075	121.3 239.025	121.9	135.9







CATEGORY	A	B	C	D
S-ILS 35	365/12 100 RA 98			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

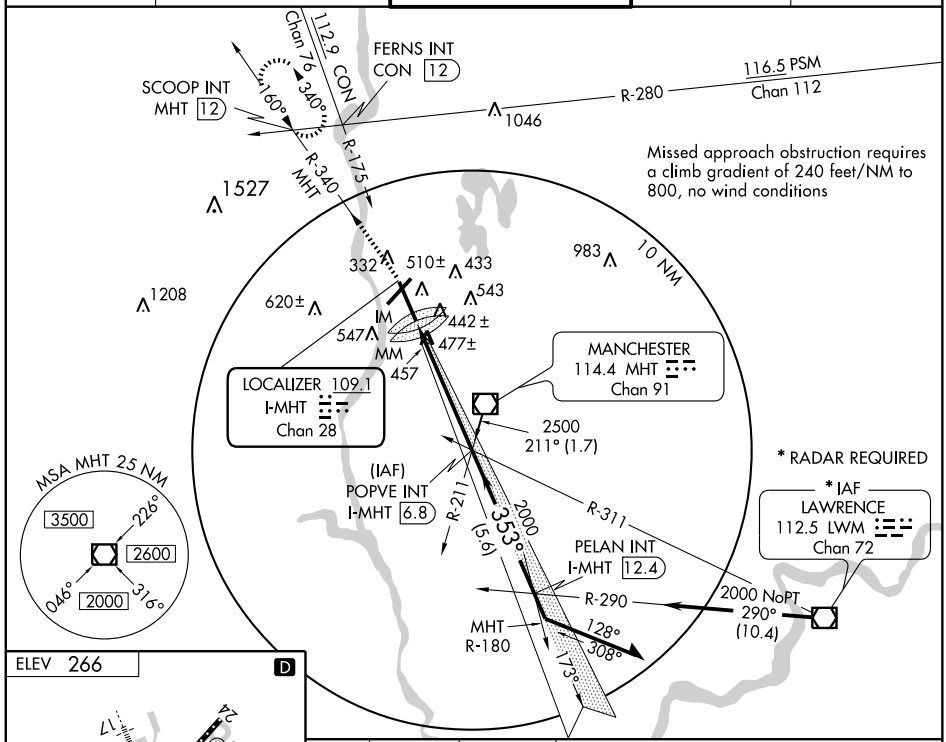
ILS RWY 35 (CAT III)
MANCHESTER (MHT)

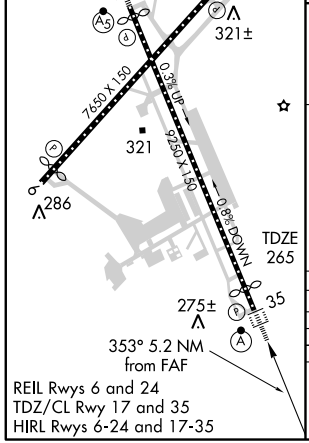
LOC/DME I-MHT	APP CRS	Rwy ldg	7650
109.1	353°	TDZE	265
Chan 28		Apt Elev	266

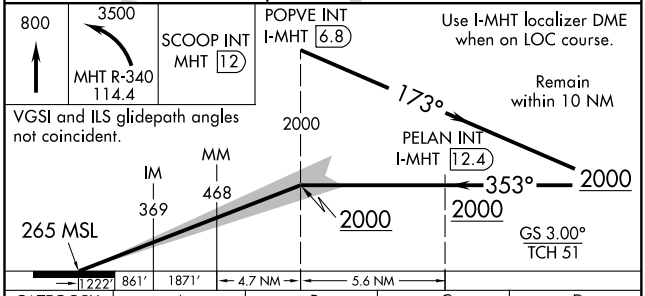
ALSF-2

MISSED APPROACH: Climb to 800 then climbing left turn to 3500 via MHT R-340 to SCOOP Int/MHT 12 DME and hold.

ATIS	BOSTON APP CON	MANCHESTER TOWER	GND CON	CLNC DEL
119.55	124.9 269.075	121.3 239.025	121.9	135.9







VGSI and ILS glidepath angles not coincident.

CATEGORY	A	B	C	D
S-ILS 35	CAT IIIA RVR 07			
S-ILS 35	CAT IIIB RVR 06			
S-ILS 35	CAT IIIC NA			

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NE-1. 22 OCT 2009 to 19 NOV 2009

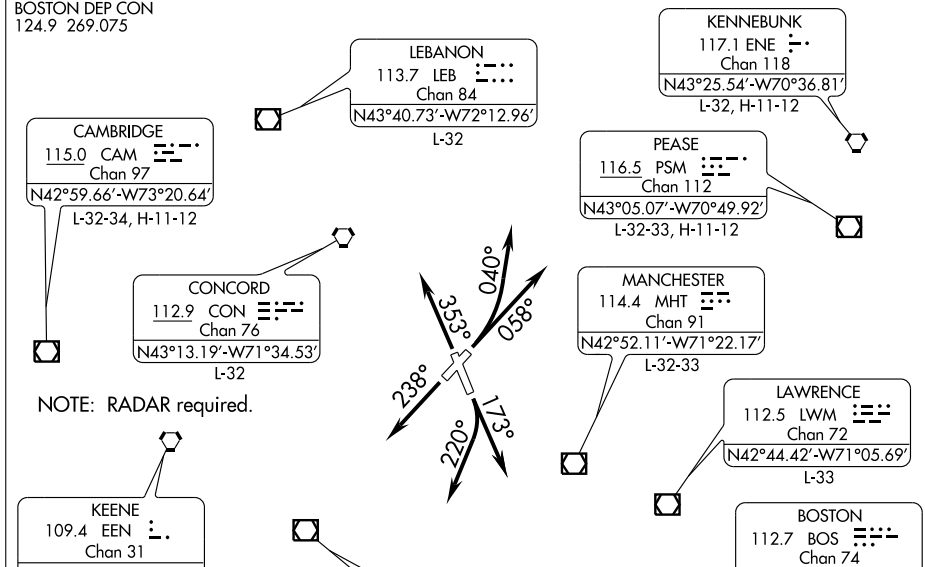
MANCHESTER FIVE DEPARTURE

ATIS 119.55
CLNC DEL
135.9
GND CON
121.9
MANCHESTER TOWER
121.3 239.025
BOSTON DEP CON
124.9 269.075

NOTE: Chart not to scale.

TAKE-OFF MINIMUMS:

Rwy 6, Standard with minimum climb of 206′ per NM to 1000.
Rwy 17, 300-1¼ or Standard with minimum climb of 277′ per NM to 600.
Rwy 24, Standard with minimum climb of 320′ per NM to 800.
Rwy 35, Standard with minimum climb of 253′ per NM to 2000.



TAKE-OFF OBSTACLES

Rwy 6: Trees beginning 238′ from DER, 266′ left of centerline, up to 108′ AGL/308′ MSL.
Trees beginning 272′ from DER, 378′ right of centerline, up to 67′ AGL/277′ MSL.
Rwy 17: Trees, poles and buildings beginning 761′ from DER, 4′ right of centerline, up to 98′ AGL/433′ MSL
Sign, poles, trees, and buildings beginning 976′ from DER, 2′ left of centerline, up to 108′ AGL/457′ MSL.
Rwy 24: Trees beginning 810′ from DER, 424′ left of centerline, up to 123′ AGL/293′ MSL.
Rwy 35: Tree and poles beginning 719′ from DER, 558′ right of centerline, up to 51′ AGL/281′ MSL.
Pole and trees beginning 891′ from DER, 527′ left of centerline, up to 80′ AGL/414′ MSL.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 6: TURBOJET AIRCRAFT - Climbing left turn heading 040°, Thence . . . .
ALL OTHER AIRCRAFT - Climb heading 058° or as assigned by ATC, Thence . . . .

TAKE-OFF RWY 17: TURBOJET AIRCRAFT - Climbing right turn heading 220°, Thence . . . .
ALL OTHER AIRCRAFT - Climb heading 173° or as assigned by ATC, Thence . . . .

TAKE-OFF RWY 24: Climb heading 238° or as assigned by ATC, Thence . . . .

TAKE-OFF RWY 35: Climb heading 353° or as assigned by ATC, Thence . . . .

. . . . expect radar vectors to assigned Route/Navaid/Fix. Maintain 3000 or as assigned by ATC. Expect clearence to filed altitude /flight level 5 minutes after departure.

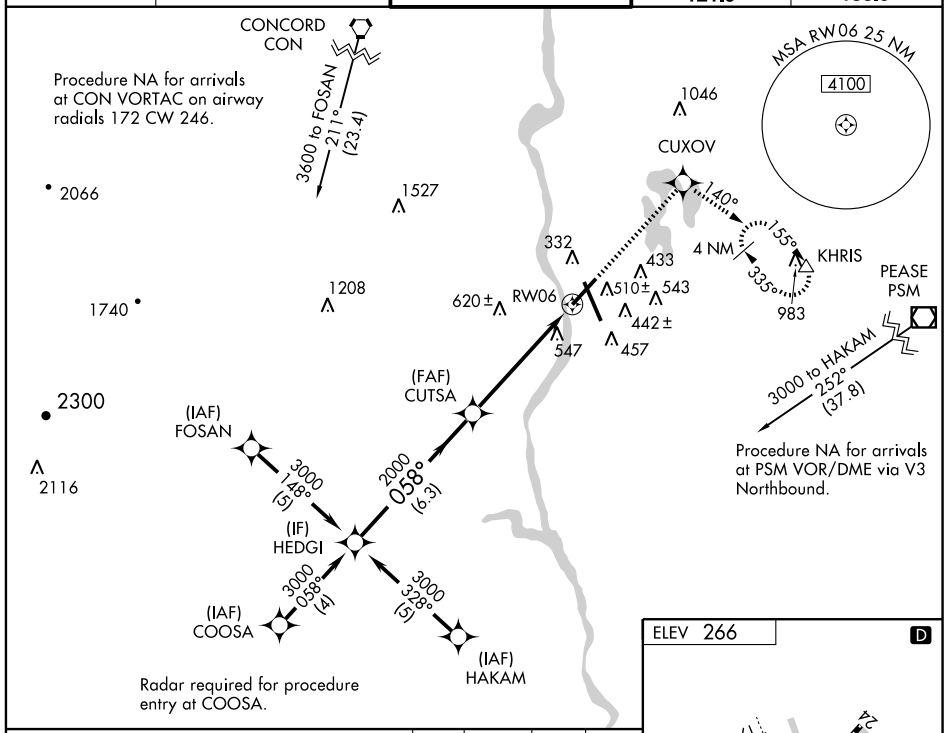
WAAS CH 58214 W06A	APP CRS 058°	Rwy ldg 7208 TDZE 224 Apt Elev 266

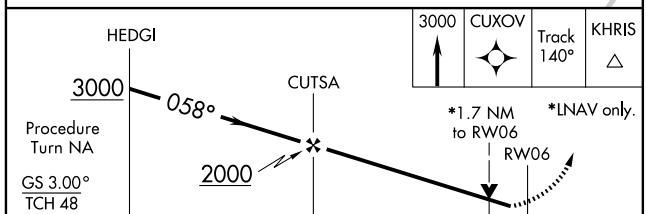
RNAV (GPS) RWY 6
MANCHESTER (MHT)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Boire Field altimeter setting and increase all DA 32 feet and all MDA 40 feet; increase LNAV/VNAV visibility ¼ mile all Cats, LNAV Cat. C and D visibilities ¼ mile, and Circling Cat. D visibility ¼ mile. VDP and Baro-VNAV NA when using Boire Field altimeter setting.

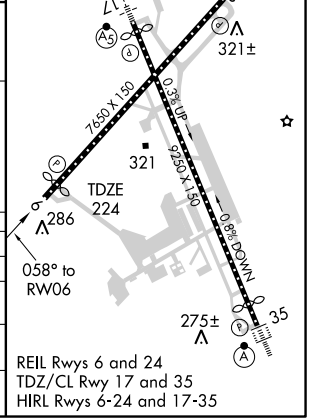
MISSED APPROACH: Climb to 3000 direct CUXOV and via track 140° to KHRIS and hold, continue climb-in-hold to 3000.

ATIS	BOSTON APP CON	MANCHESTER TOWER	GND CON	CLNC DEL
119.55	124.9 269.075	121.3 239.025	121.9	135.9





CATEGORY	A	B	C	D
LPV DA	493/50 269 (300-1)			
LNAV/VNAV DA	871-2¼ 647 (700-2¼)			
LNAV MDA	800/50 576 (600-1)		800-1½ 576 (600-1½)	800-1¾ 576 (600-1¾)
CIRCLING	880-1 614 (700-1)		880-1¾ 614 (700-1¾)	900-2 634 (700-2)



NE-1. 22 OCT 2009 to 19 NOV 2009

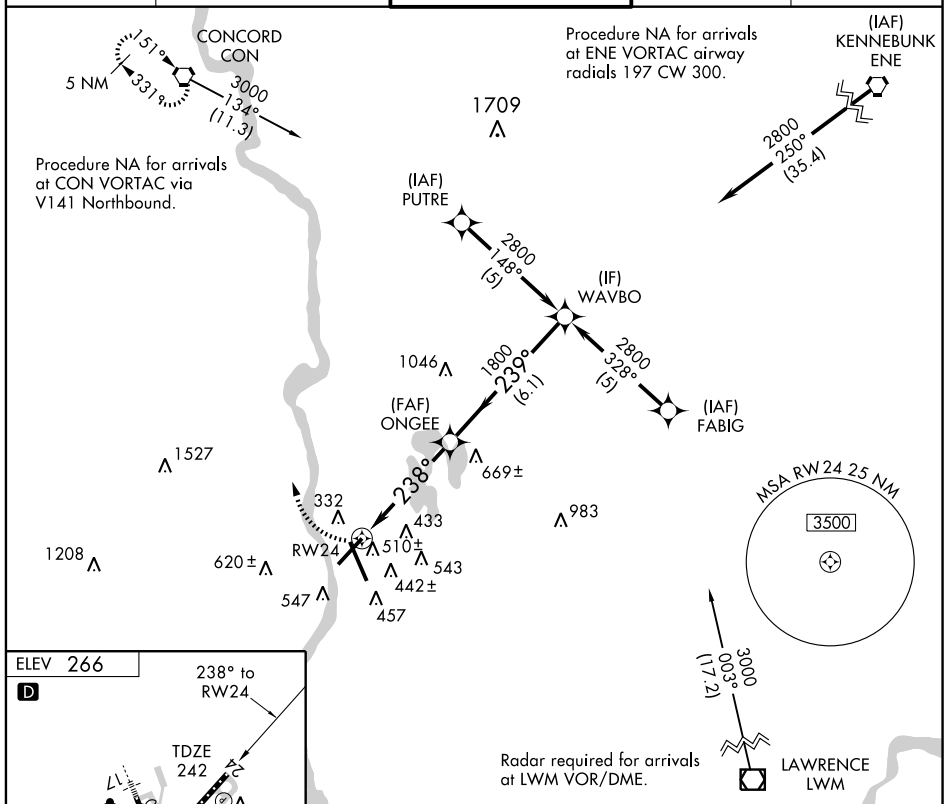
APP CRS	Rwy ldg	6850
238°	TDZE	242
	Apt Elev	266

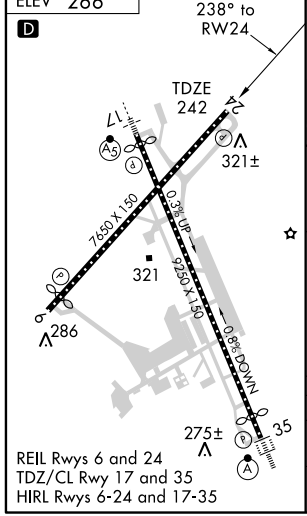
RNAV (GPS) RWY 24
MANCHESTER (MHT)

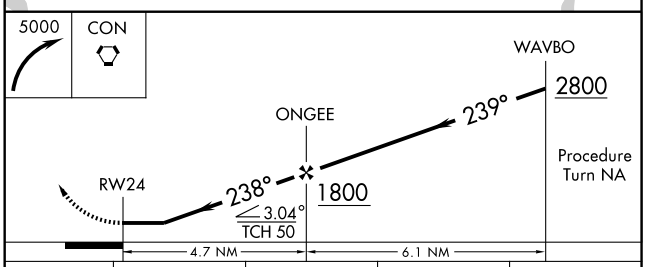
DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing right turn to 5000 direct CON VORTAC and hold, continue climb-in-hold to 5000.

ATIS	BOSTON APP CON	MANCHESTER TOWER	GND CON	CLNC DEL
119.55	124.9 269.075	121.3 239.025	121.9	135.9







CATEGORY	A	B	C	D
LNAV MDA	880/50 638 (700-1)		880-1¾ 638 (700-1¾)	880-2 638 (700-2)
CIRCLING	880-1 614 (700-1)		880-1¾ 614 (700-1¾)	880-2 614 (700-2)

NE-1. 22 OCT 2009 to 19 NOV 2009

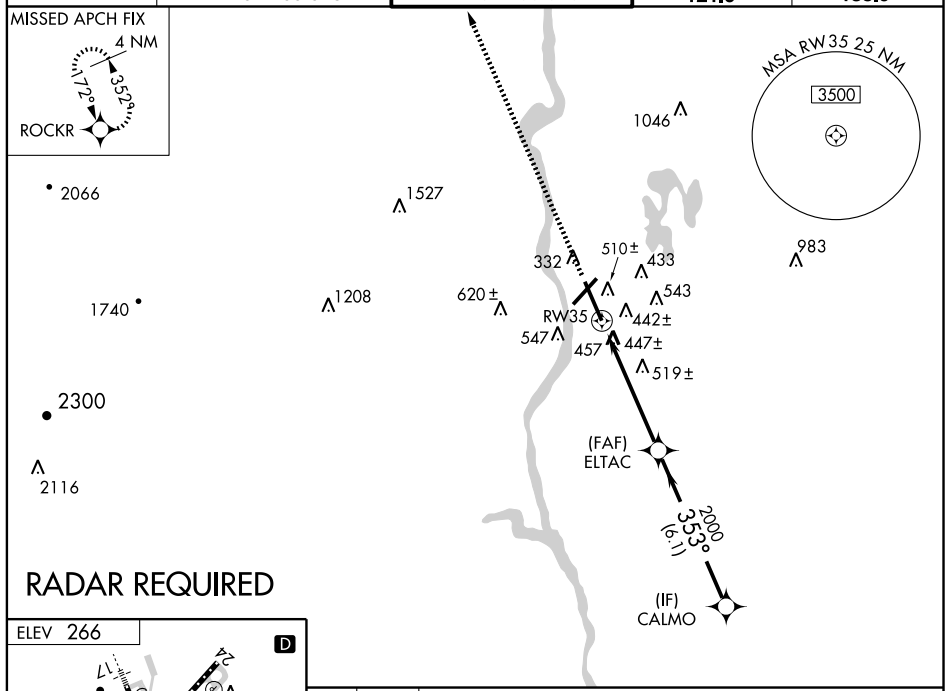
WAAS CH 99614 W35A	APP CRS 353°	Rwy ldg 7650 TDZE 265 Apt Elev 266

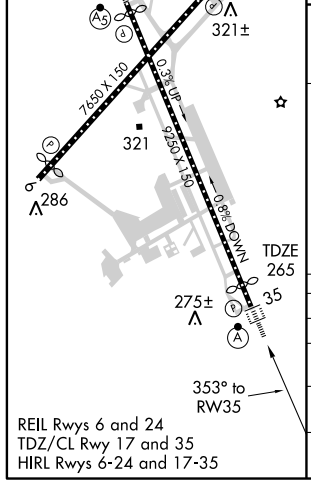
RNAV (GPS) RWY 35
MANCHESTER (MHT)

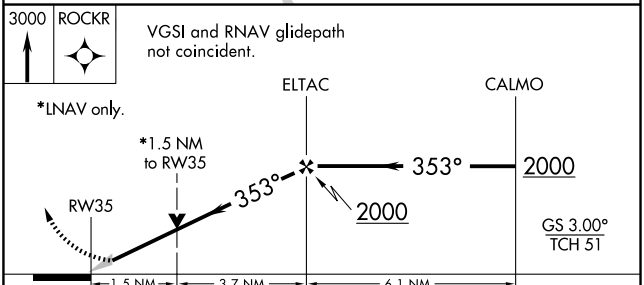
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Boire Field altimeter setting and increase all DA 32 feet and all MDA 40 feet; increase Circling Cat. D visibility to 2¼ mile. For inoperative ALSF-2, increase LNAV Cats A, B visibility to RVR 5000. VDP and Baro-VNAV NA when using Boire Field altimeter setting.

MISSED APPROACH: Climb to 3000 direct ROCKR and hold.

ATIS	BOSTON APP CON	MANCHESTER TOWER	GND CON	CLNC DEL
119.55	124.9 269.075	121.3 239.025	121.9	135.9







CATEGORY	A	B	C	D
LPV DA	465/24 200 (200-1)			
LNAV/VNAV DA	739/60 474 (500-1¼)			
LNAV MDA	820/24 555 (600-½)		820/50 555 (600-1)	820/60 555 (600-1¼)
CIRCLING	880-1 614 (700-1)		880-1¾ 614 (700-1¾)	900-2 634 (700-2)

WAAS CH 93807 W17A	APP CRS 172°	Rwy ldg 8914 TDZE 229 Apt Elev 266

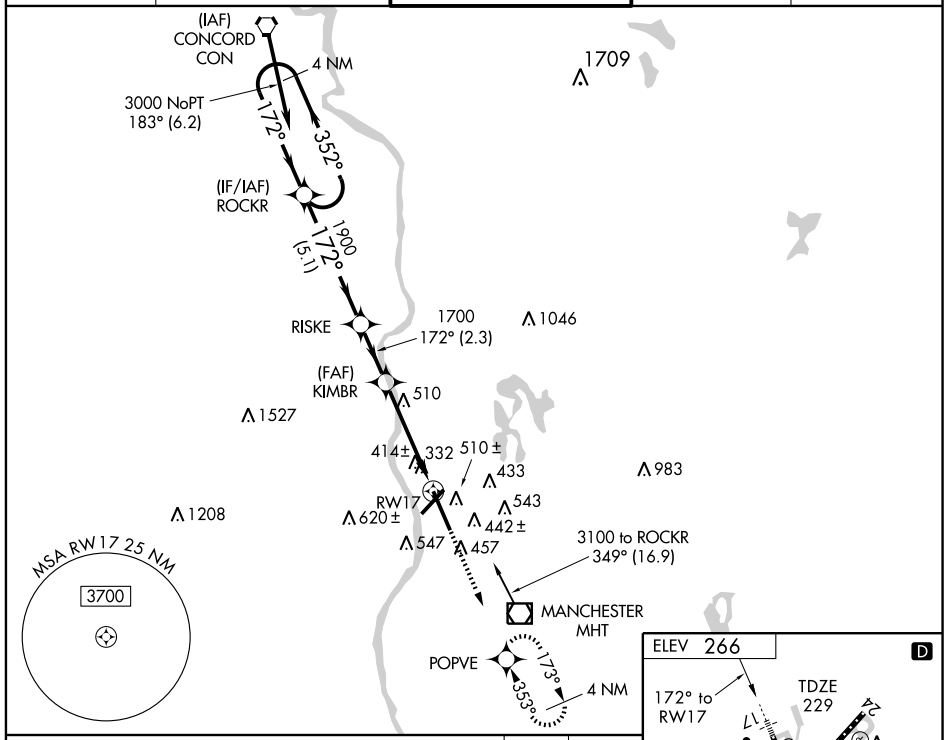
RNAV (GPS) Y RWY 17
MANCHESTER (MHT)

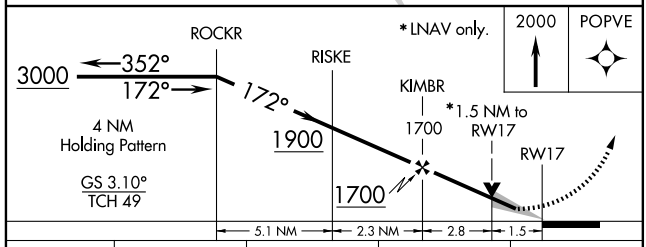
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 38°C (100°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Boire Field altimeter setting and increase LPV DA to 461, LNAV/VNAV DA to 804, and all MDA 40 feet. Baro-VNAV and VDP NA when using Boire Field altimeter setting.

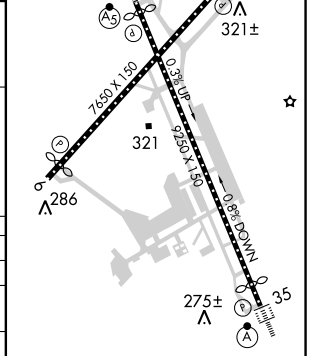
MALSR

MISSED APPROACH: Climb to 2000 direct POPVE and hold.

ATIS	BOSTON APP CON	MANCHESTER TOWER	GND CON	CLNC DEL
119.55	124.9 269.075	121.3 239.025	121.9	135.9







REIL Rwys 6 and 24
TDZ/CL Rwy 17 and 35
HIRL Rwys 6-24 and 17-35

CATEGORY	A	B	C	D
LPV DA	429/24 200 (200-½)			
LNAV/VNAV DA	772-1½ 543 (600-1½)			
LNAV MDA	760/24 531 (500-½)		760/50 531 (500-1)	760/60 531 (500-1¼)
CIRCLING	880-1 614 (700-1)		880-1¾ 614 (700-1¾)	880-2 614 (700-2)

NE-1. 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy ldg	8914
172°	TDZE	229
	Apt Elev	266

RNAV (RNP) Z RWY 17

MANCHESTER (MHT)

NA

For uncompensated Baro-VNAV systems, procedure NA below -15°C (5°F) or above 38°C (100°F). GPS Required. For inoperative MALSR, increase RNP 0.11 visibility to RVR 6000, RNP 0.30 visibility to 2. Visibility reduction by helicopters NA.

MALSR

MISSED APPROACH: Climb to 2100 via 173° track to POPVE and hold.

ATIS	BOSTON APP CON	MANCHESTER TOWER	GND CON	CLNC DEL
119.55	124.9 269.075	121.3 239.025	121.9	135.9

(IAF) CONCORD CON
(IAF) WANGO
3000 183° (6.2)
3000 233° (10.3)
1709
(IAF) SICOC Max 230 KIAS
3000 112° (7.9)
Procedure NA for arrivals at WANGO via V93 eastbound.
(IF) ROCKR
1900 172° (5.1)
Procedure NA for arrivals at SICOC via V93 southwest bound.
RISKE
1700 172° (2.3)
1046
(FAF) KIMBR
1527
439±
332
288±
433
983
RW17
510±
543
1208
620±
442±
547
457
173° (6.5)
MSA RW17 25 NM
3900
POPVE
173°
353°
4 NM

2100	173° track	POPVE

ROCKR
3000
172°
RISKE
KIMBR
Procedure Turn NA
1900
1700
RW17
GP 3.10°
TCH 49
1700
5.1 NM
2.3 NM
4.3 NM

CATEGORY	A	B	C	D
RNP 0.11 DA	606/40 377 (400-¾)			
RNP 0.30 DA	810-1½ 581 (600-1½)			

SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED

ELEV 266

D

172° to RW17

TDZE 229

17

2

321±

7650 X 150

0.3% UP

321

9250 X 150

286

0.8% DOWN

275±

35

REIL Rwys 6 and 24
TDZ/CL Rwy 17 and 35
HIRL Rwys 6-24 and 17-35

NE-1. 22 OCT 2009 to 19 NOV 2009

VORTAC CON	APP CRS	Rwy ldg 8914
112.9	175°	TDZE 229
Chan 76		Apt Elev 242

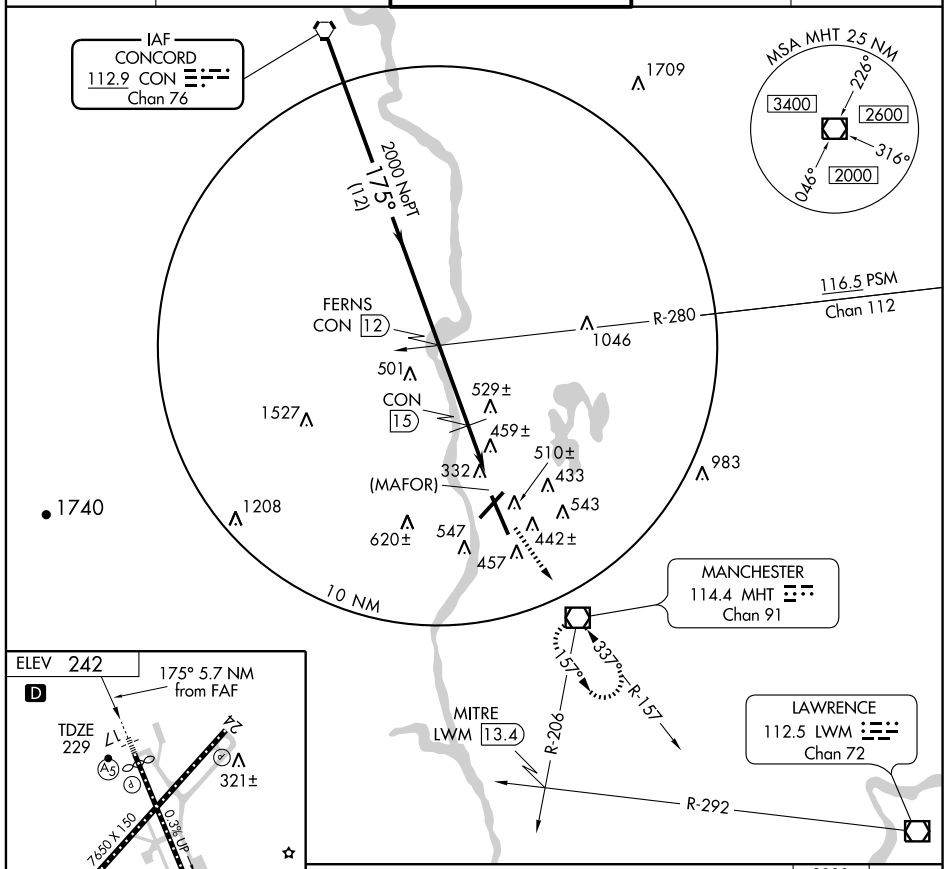
VOR/DME or GPS RWY 17
MANCHESTER (MHT)

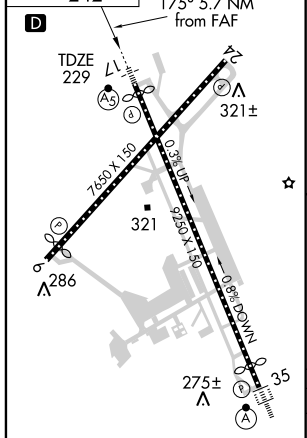
Inoperative table does not apply.

MALSR

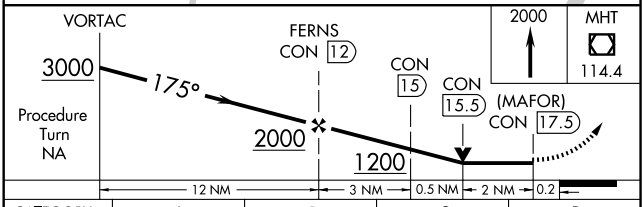
MISSED APPROACH: Climb to 2000 direct to MHT VOR/DME and hold.

ATIS	BOSTON APP CON	MANCHESTER TOWER	GND CON	CLNC DEL
119.55	124.9 269.075	121.3 239.025	121.9	135.9





REIL Rwys 6 and 24
TDZ/CL Rwy 17 and 35
HIRL Rwys 6-24 and 17-35



CATEGORY	A	B	C	D
S-17	1000-50 771 (800-1)	1000-60 771 (800-1¼)	1000-2¼ 771 (800-2¼)	1000-2½ 771 (800-2½)
CIRCLING	1000-1 734 (800-1)	1000-1¼ 734 (800-1¼)	1000-2¼ 734 (800-2¼)	1000-2½ 734 (800-2½)

NE-1. 22 OCT 2009 to 19 NOV 2009

VOR/DME MHT	APP CRS	Rwy ldg	7650
114.4	335°	TDZE	265
Chan 91		Apt Elev	266

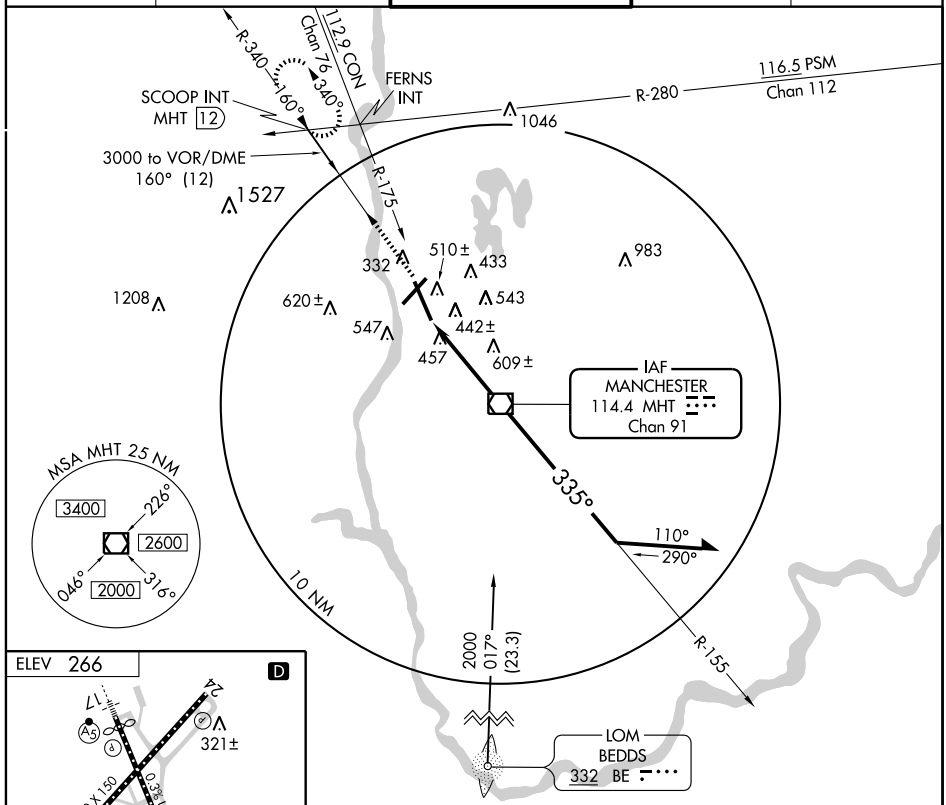
VOR RWY 35
MANCHESTER (MHT)

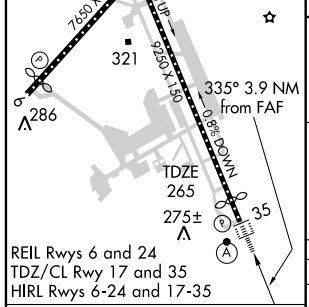
Inoperative table does not apply to CATs C and D. Visibility reduction by helicopters NA. For inoperative ALSF-2, increase S-35 Cats A/B visibility to RVR 5000.

ALSF-2

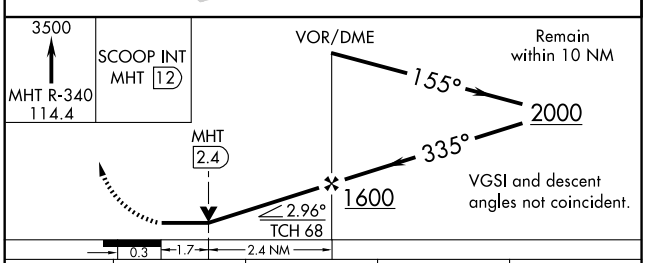
MISSED APPROACH: Climb to 3500 via MHT R-340 to SCOOP Int/MHT 12 DME and hold.

ATIS	BOSTON APP CON	MANCHESTER TOWER	GND CON	CLNC DEL
119.55	124.9 269.075	121.3 239.025	121.9	135.9





FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26



CATEGORY	A	B	C	D
S-35	860/40 595 (600-¾)		860-1½ 595 (600-1½)	860-1¾ 595 (600-1¾)
CIRCLING	880-1 614 (700-1)		880-1¾ 614 (700-1¾)	880-2 614 (700-2)

NE-1. 22 OCT 2009 to 19 NOV 2009

AIRPORT DIAGRAM

AL-5036 (FAA)

NASHUA / BOIRE FIELD (ASH)
NASHUA, NEW HAMPSHIRE

ATIS
125.1
NASHUA TOWER ★
133.2
GND CON
121.8
CLNC DEL
121.8

FIELD
ELEV
199

14

138.1°

A

E

D

F

A

C

5501 X 100

G

B

H

318.1°

A

32

ELEV
186

245

CONTROL
TOWER
258

RWY 14-32
S62, D80, ST102, DT133

VAR 15.4° W

JANUARY 2005
ANNUAL RATE OF CHANGE
0.1°W

42°47.0′N

42°46.5′N

71°31.5′W

71°31.0′W

71°30.5′W

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

LOC I-ASH	APP CRS	Rwy ldg	5501
109.7	139°	TDZE	200
		Apt Elev	200

ILS or LOC RWY 14

NASHUA/ BOIRE FIELD (ASH)

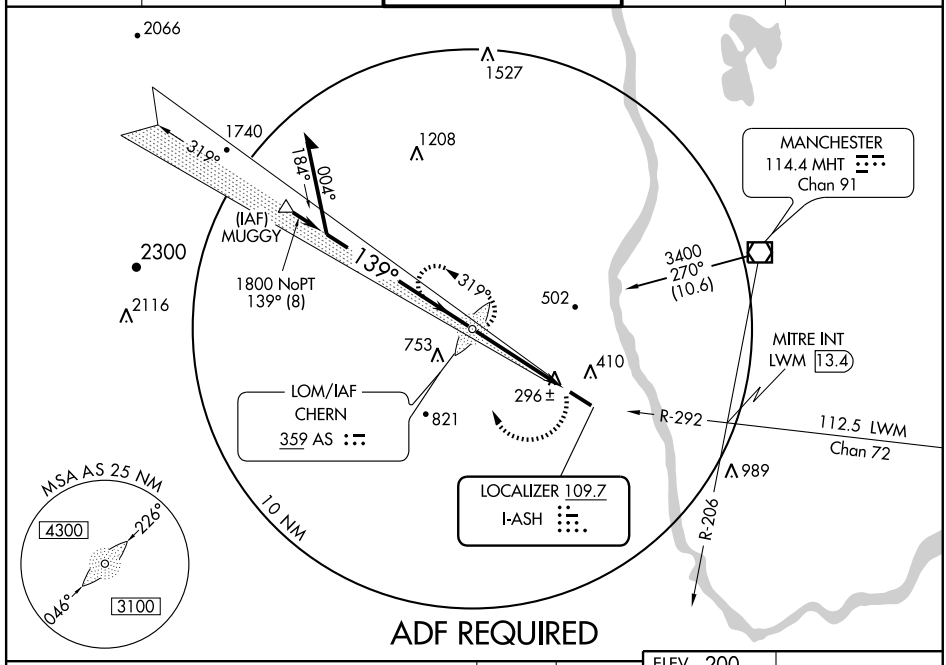
NA

When local altimeter not received, use Manchester altimeter setting.

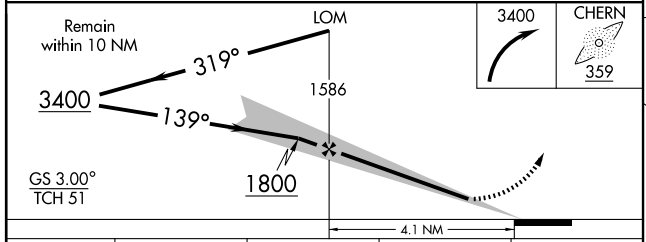
MALSR

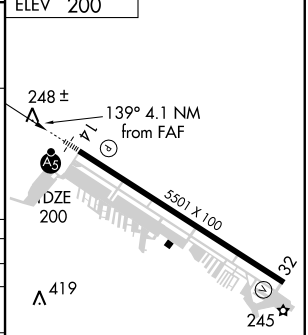
MISSED APPROACH: Climbing right turn to 3400 direct CHERN LOM and hold.

ATIS	BOSTON APP CON	NASHUA TOWER ★	GND CON	CLNC DEL
125.1	124.9 269.075	133.2 (CTAF) L	121.8	121.8



ADF REQUIRED





HIRL Rwy 14-32 L
REIL Rwy 32 L

CATEGORY	A	B	C	D
S-ILS 14	400-½ 200 (200-½)			
S-LOC 14	560-½ 360 (400-½)			560-¾ 360 (400-¾)
CIRCLING	800-1 600 (600-1)	840-1 640 (700-1)	840-1¾ 640 (700-1¾)	840-2 640 (700-2)
MANCHESTER ALTIMETER SETTINGS MINIMUMS				
S-ILS 14	428-½ 228 (300-½)			
S-LOC 14	580-½ 380 (400-½)			580-¾ 380 (400-¾)
CIRCLING	840-1 640 (700-1)	860-1 660 (700-1)	860-1¾ 660 (700-1¾)	860-2 660 (700-2)

FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

NE-1. 22 OCT 2009 to 19 NOV 2009

LOM AS	APP CRS	Rwy ldg	5501
359	139°	TDZE	200
		Apt Elev	200

NDB or GPS RWY 14

NASHUA/ BOIRE FIELD (ASH)

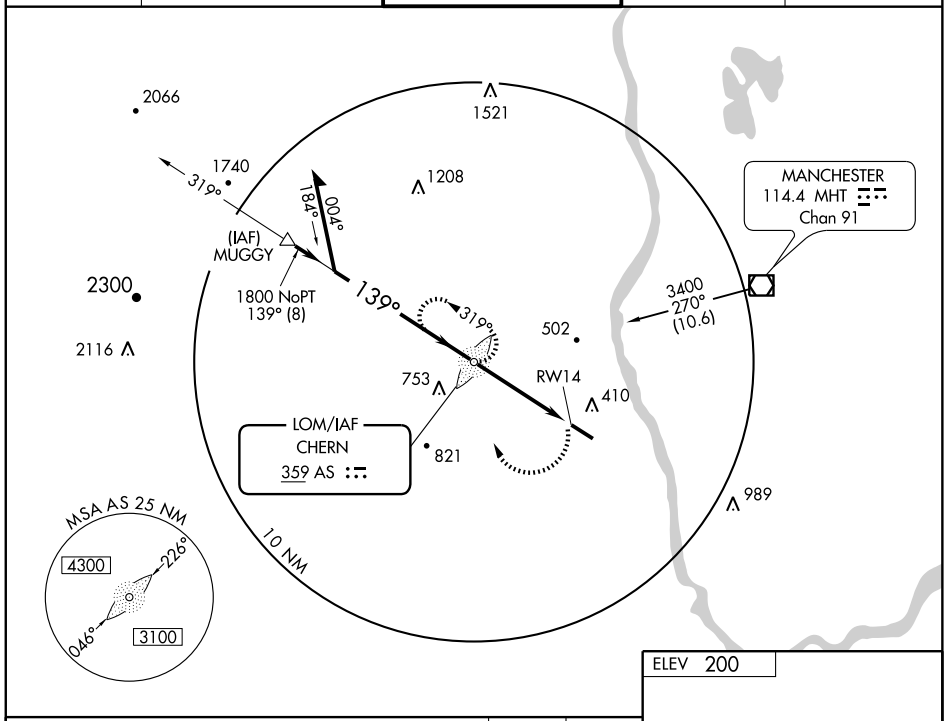
NA

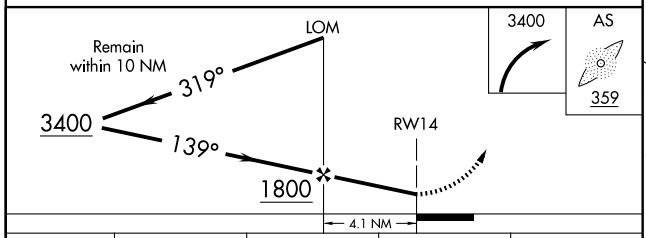
When local altimeter not received, use Manchester altimeter setting.

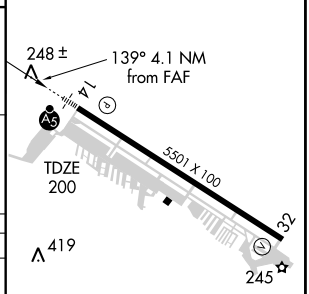
MALSR

MISSED APPROACH: Climbing right turn to 3400 direct AS LOM and hold.

ATIS	BOSTON APP CON	NASHUA TOWER ★	GND CON	CLNC DEL
125.1	124.9 269.075	133.2 (CTAF) L	121.8	121.8







HIRL Rwy 14-32 L
REIL Rwy 32 L

CATEGORY	A	B	C	D
S-14	840-¾ 640 (700-¾)		840-1¼ 640 (700-1¼)	840-1¾ 640 (700-1¾)
CIRCLING	840-1 640 (700-1)		840-1¾ 640 (700-1¾)	840-2 640 (700-2)
MANCHESTER ALTIMETER SETTING MINIMUMS				
S-14	860-¾ 660 (700-¾)		860-1¼ 660 (700-1¼)	860-1¾ 660 (700-1¾)
CIRCLING	860-1 660 (700-1)		860-1¾ 660 (700-1¾)	860-2 660 (700-2)

FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

NE-1. 22 OCT 2009 to 19 NOV 2009

WAAS CH 86402 W32A	APP CRS 319°	Rwy ldg 5501 TDZE 192 Apt Elev 199

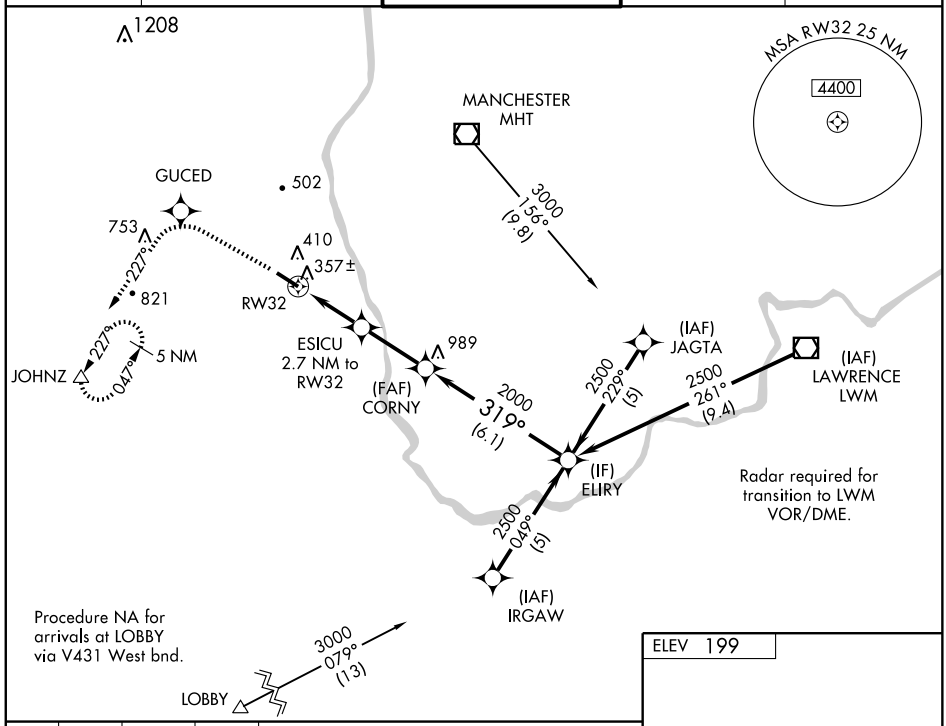
RNAV (GPS) RWY 32

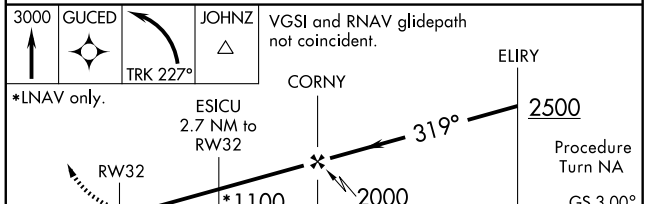
NASHUA/ BOIRE FIELD (ASH)

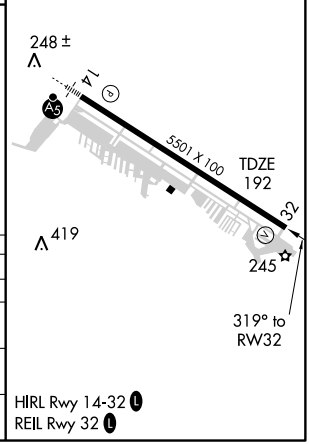
Baro-VNAV NA when using Manchester altimeter setting. If local altimeter setting not received, use Manchester altimeter setting and increase all DAs/MDAs 40 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (119°F). DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct GUCED and left turn via 227° track to JOHNZ and hold, continue climb-in-hold to 3000.

ATIS	BOSTON APP CON	NASHUA TOWER ★	GND CON	CLNC DEL
125.1	124.9 269.075	133.2 (CTAF) L	121.8	121.8







CATEGORY	A	B	C	D
LPV DA	528-1¼ 336 (400-1¼)			
LNAV/ VNAV DA	617-1½ 425 (500-1½)			
LNAV MDA	660-1 468 (500-1)		660-1¼ 468 (500-1¼)	660-1½ 468 (500-1½)
CIRCLING	800-1½ 601 (700-1½)		820-1¾ 621 (700-1¾)	820-2 621 (700-2)

HIRL Rwy 14-32 L
REIL Rwy 32 L

NE-1. 22 OCT 2009 to 19 NOV 2009

VOR/DME MHT	APP CRS	Rwy ldg	N/A
114.4	246°	TDZE	N/A
Chan 91		Apt Elev	200

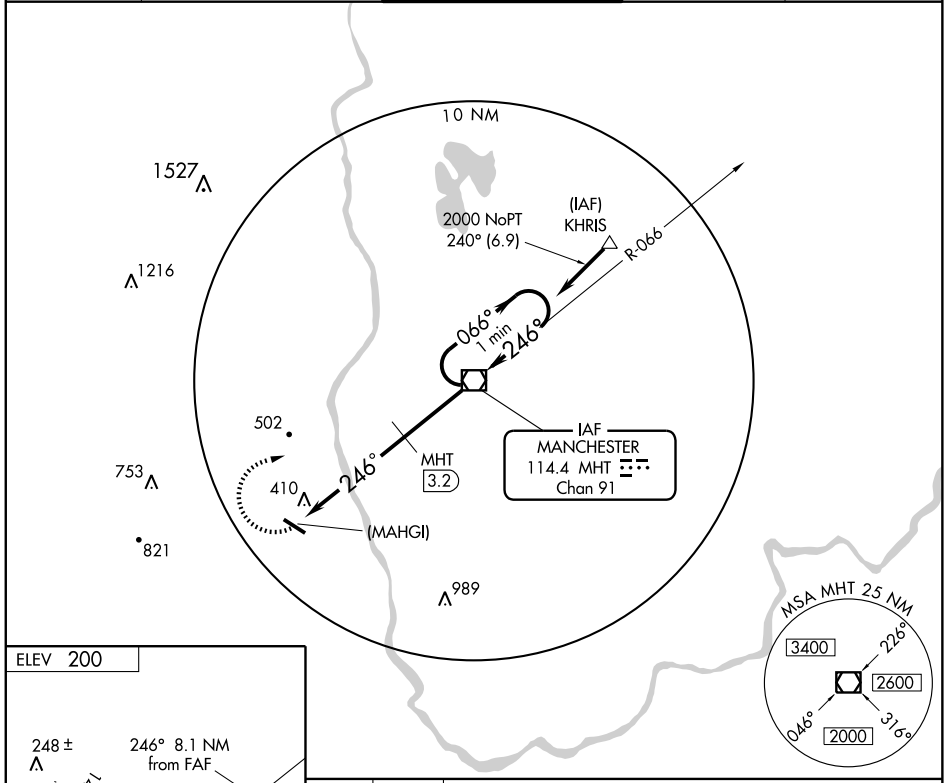
VOR or GPS-A

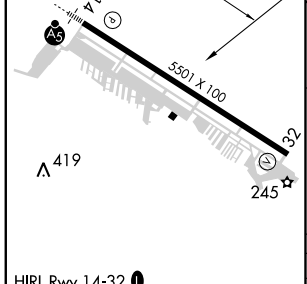
NASHUA/ BOIRE FIELD (ASH)

When local altimeter not received, use Manchester altimeter setting and increase all MDAs 40 feet and CAT C and D visibilities ¼ mile.

MISSED APPROACH: Climbing right turn to 2000 direct MHT VOR/DME and hold.

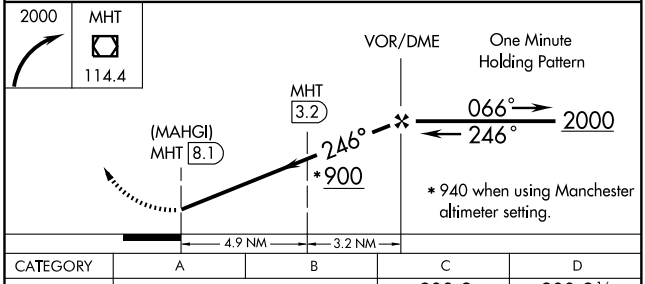
ATIS	BOSTON APP CON	NASHUA TOWER ★	GND CON	CLNC DEL
125.1	124.9 269.075	133.2 (CTAF) L	121.8	121.8





HIRL Rwy 14-32 L
REIL Rwy 32 L

FAF to MAP 8.1 NM					
Knots	60	90	120	150	180
Min:Sec	8:06	5:24	4:03	3:14	2:42



CATEGORY	A	B	C	D
CIRCLING	900-1 700 (700-1)		900-2 700 (700-2)	900-2¼ 700 (700-2¼)
DME MINIMUMS				
CIRCLING	800-1 600 (600-1)	840-1 640 (700-1)	840-1¾ 640 (700-1¾)	840-2 640 (700-2)

NE-1. 22 OCT 2009 to 19 NOV 2009

VOR/DME LWM	APP CRS	Rwy ldg	5501
112.5	292°	TDZE	193
Chan 72		Apt Elev	200

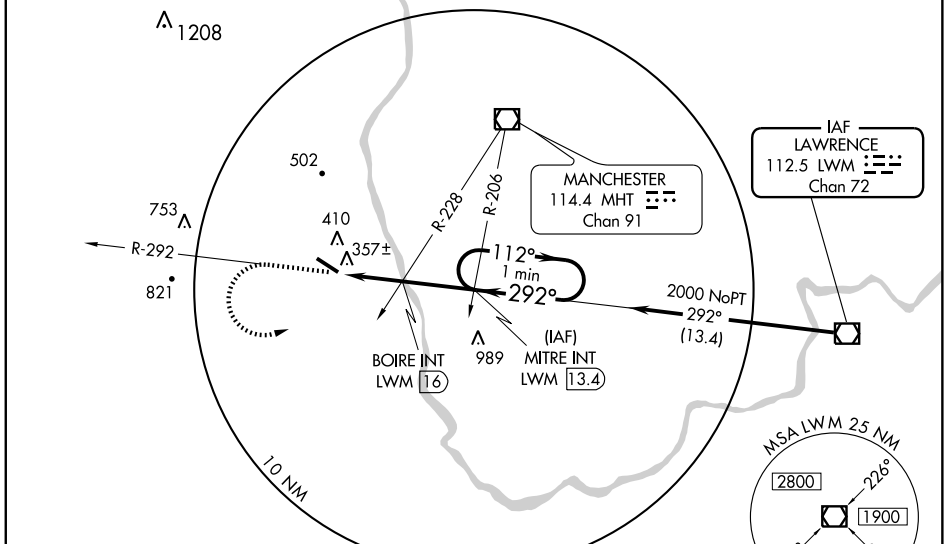
VOR RWY 32

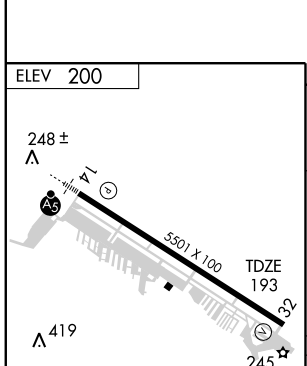
NASHUA/ BOIRE FIELD (ASH)

When local altimeter not received, use Manchester altimeter setting and increase all MDAs 40 feet and Cat C and D visibilities ¼ mile.

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 via LWM R-292 to MITRE Int and hold.

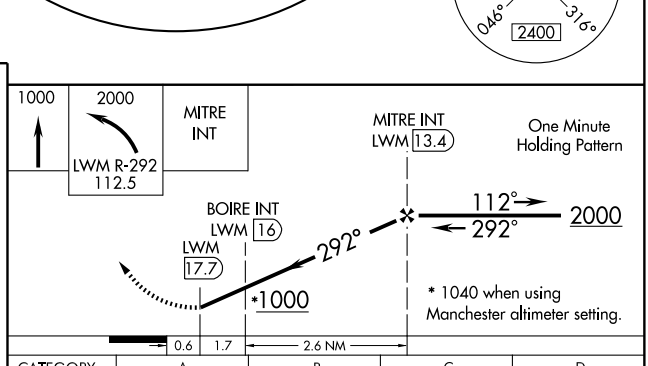
ATIS	BOSTON APP CON	NASHUA TOWER ★	GND CON	CLNC DEL
125.1	124.9 269.075	133.2 (CTAF) L	121.8	121.8





HIRL Rwy 14-32 L
REIL Rwy 32 L

FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26



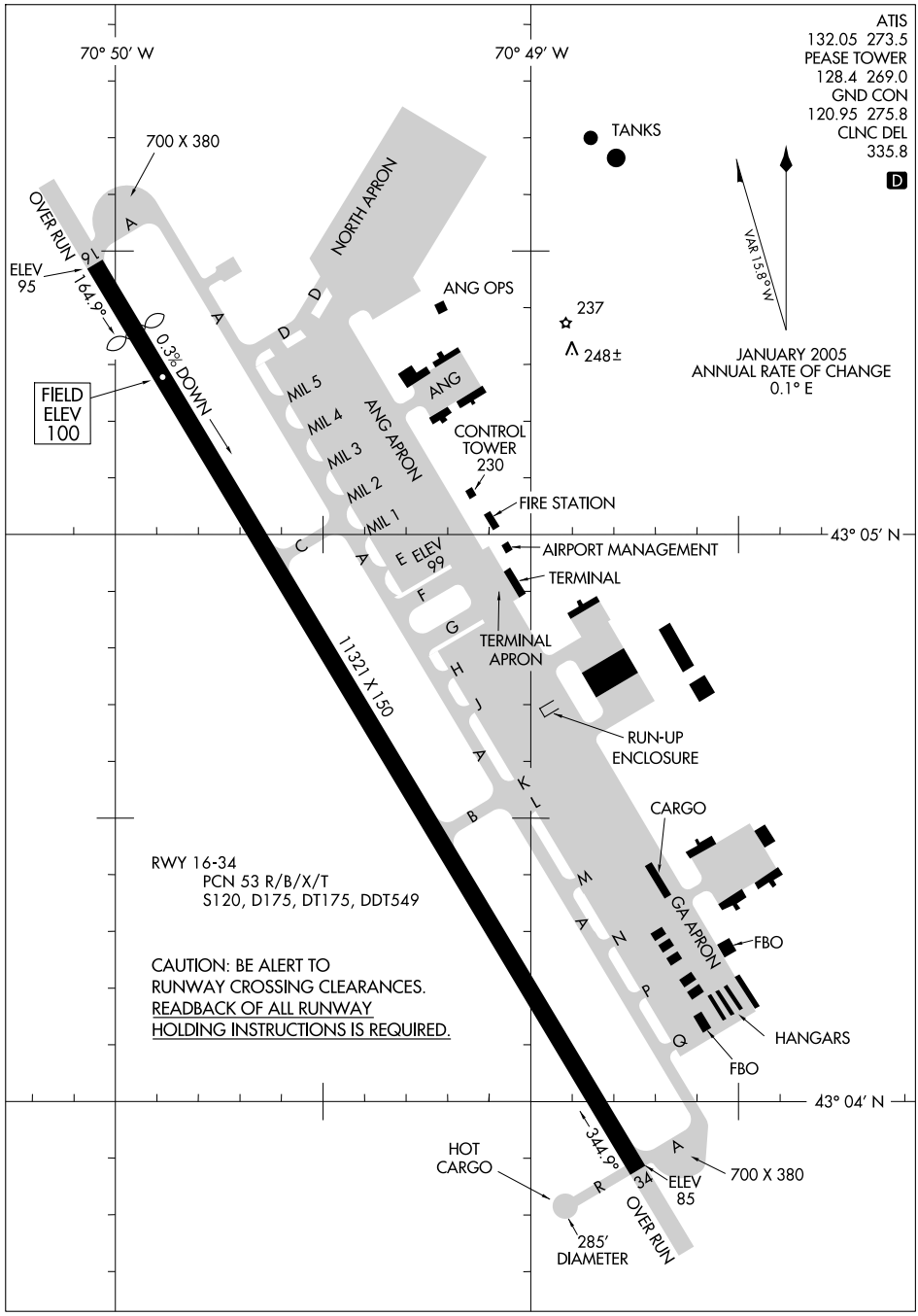
CATEGORY	A	B	C	D
S-32	1000-1 807 (800-1)	1000-1¼ 807 (800-1¼)	1000-2¼ 807 (800-2¼)	1000-2½ 807 (800-2½)
CIRCLING	1000-1 800 (800-1)	1000-1¼ 800 (800-1¼)	1000-2¼ 800 (800-2¼)	1000-2½ 800 (800-2½)
BOIRE INT MINIMUMS				
S-32	620-1 427 (500-1)		620-1¼ 427 (500-1¼)	620-1½ 427 (500-1½)
CIRCLING	800-1 600 (600-1)	840-1 640 (700-1)	840-1¾ 640 (700-1¾)	840-2 640 (700-2)

NE-1. 22 OCT 2009 to 19 NOV 2009

AIRPORT DIAGRAM

AL-678 (FAA)

PORTSMOUTH INTL AT PEASE (PSM)
PORTSMOUTH, NEW HAMPSHIRE



LOC I-PGQ	APP CRS	Rwy ldg	10518
110.1	165°	TDZE	100
		Apt Elev	100

ILS or LOC RWY 16

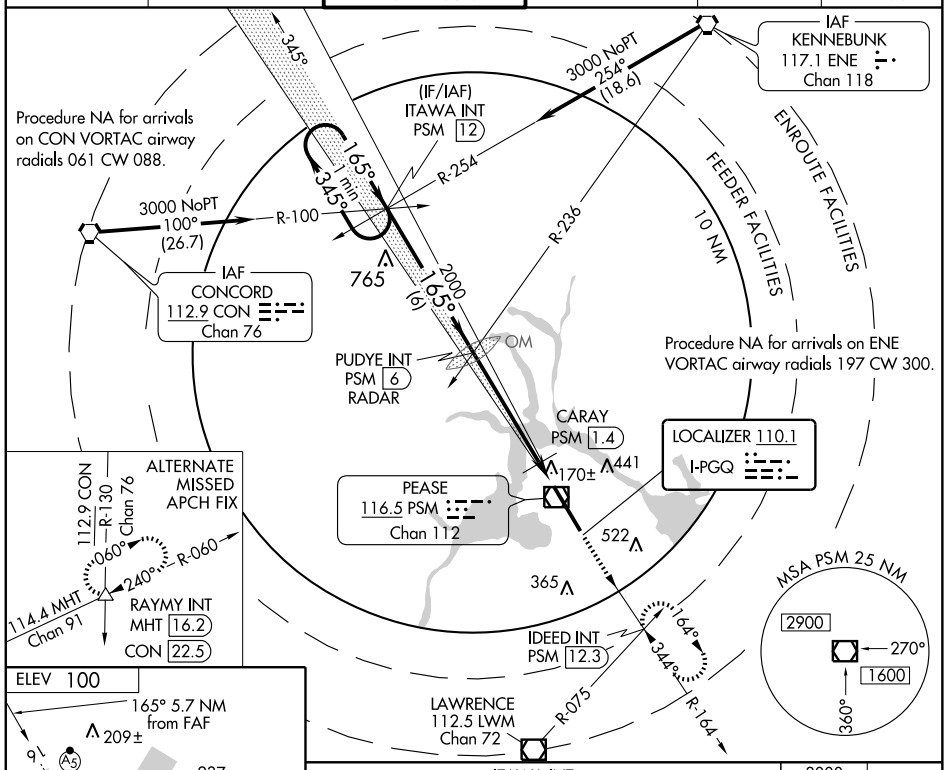
PORTSMOUTH INTL AT PEASE (PSM)

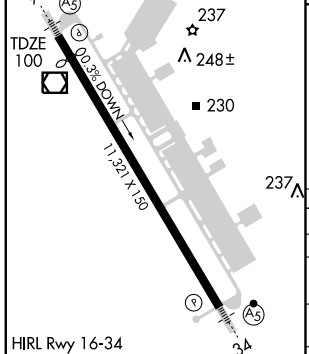
Circling NA east of Rwy 16-34. For inoperative MALSR, increase S-ILS 16 Cat E visibility to RVR 4000 and S-LOC 16 Cat E visibility to 1½. CARAY FIX MINIMUMS: For inoperative MALSR, increase S-LOC 16 Cat D and E visibility to RVR 5000.
ASR **Visibility Cats A/B/C/D RVR 1800 authorized with the use of FD or AP or HUD to DA.

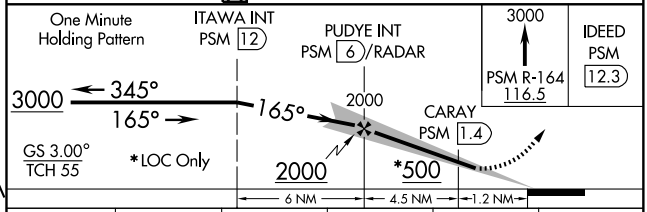
MALSR

MISSED APPROACH: Climb to 3000 via PSM VOR/DME R-164 to IDEED Int/PSM 12.3 DME and hold.

ATIS	BOSTON APP CON	PEASE TOWER	GND CON	CLNC DEL	UNICOM
132.05 273.5	125.05 269.4	128.4 269.0	120.95 275.8	335.8	122.95







CATEGORY	A	B	C	D	E
S-ILS 16	**300/24 200 (200-½)				
S-LOC 16	500/24 400 (400-½)			500/40 400 (400-¾)	500/50 400 (400-1)
CIRCLING	500-1 400 (400-1)	560-1 460 (500-1)	560-1½ 460 (500-1½)	680-2 580 (600-2)	
CARAY FIX MINIMUMS					
S-LOC 16	420/24 320 (400-½)			420/40 320 (400-¾)	
CIRCLING	480-1 380 (400-1)	560-1 460 (500-1)	560-1½ 460 (500-1½)	680-2 580 (600-2)	

FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

NE-1. 22 OCT 2009 to 19 NOV 2009

LOC I-PSM	APP CRS	Rwy ldg	11321
110.1	345°	TDZE	84
		Apt Elev	100

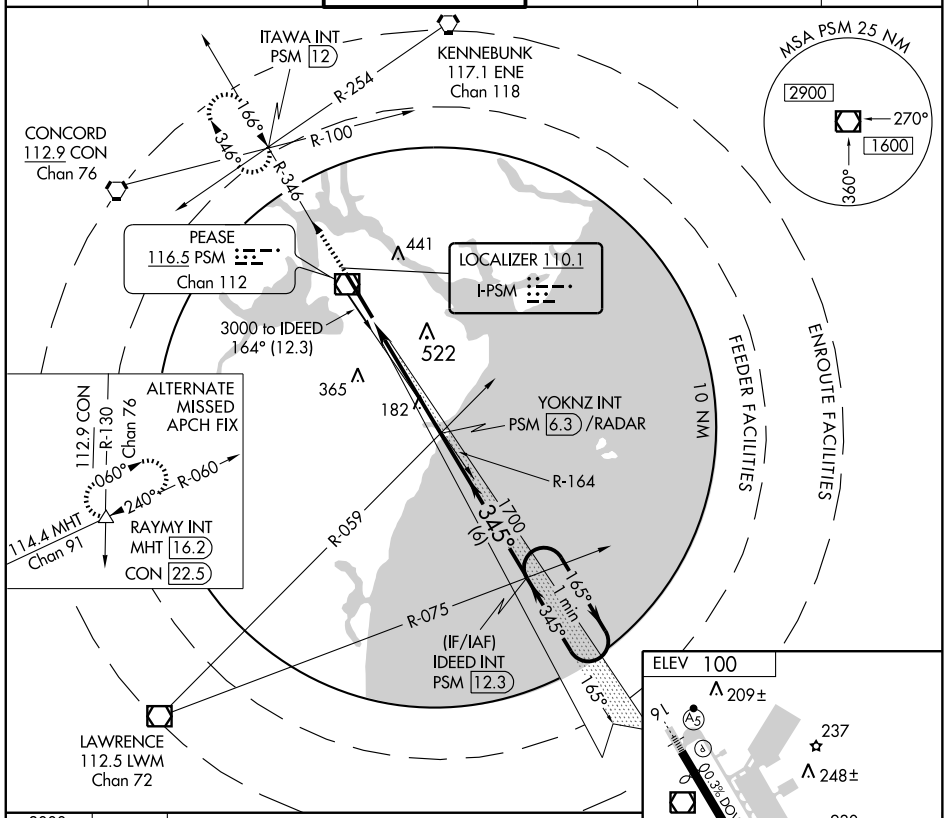
ILS or LOC RWY 34
PORTSMOUTH INTL AT PEASE (PSM)

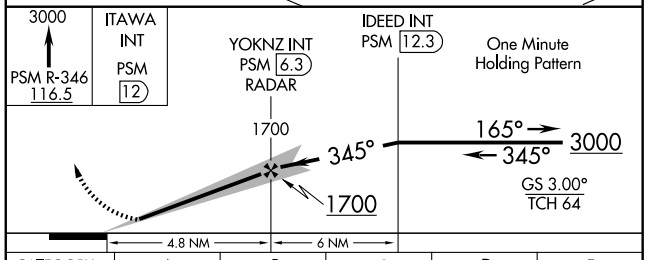
ASR: Circling NA east of Rwy 16-34. For inoperative MALSR, increase S-ILS 34 Cat E visibility to RVR 4000 and S-LOC 34 Cat E visibility to RVR 6000.

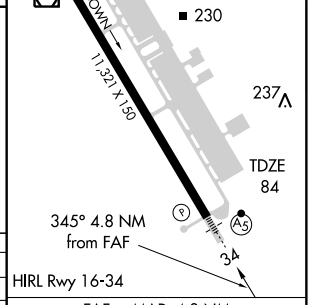
MALSR

MISSED APPROACH: Climb to 3000 via PSM R-346 to ITAWA Int/PSM 12 DME and hold.

ATIS	BOSTON APP CON	PEASE TOWER	GND CON	CLNC DEL	UNICOM
132.05 273.5	125.05 269.4	128.4 269.0	120.95 275.8	335.8	122.95







CATEGORY	A	B	C	D	E
S-ILS 34	284/24 200 (200-½)				
S-LOC 34	440/24 356 (400-½)			440/40 356 (400-¾)	
CIRCLING	480-1 380 (400-1)	560-1 460 (500-1)	560-1½ 460 (500-1½)	680-2 580 (600-2)	

FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

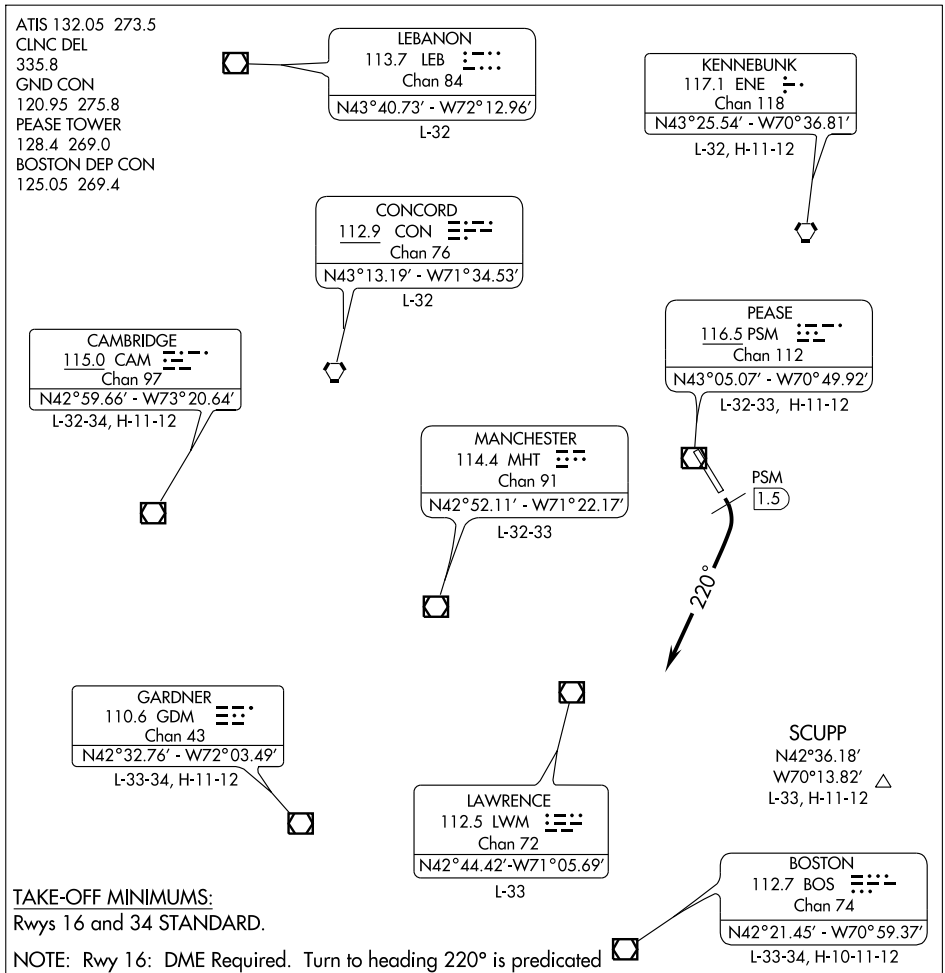
NE-1. 22 OCT 2009 to 19 NOV 2009

PEASE TWO DEPARTURE

SL-678 (FAA)

PORTSMOUTH INTL AT PEASE (PSM)
PORTSMOUTH, NEW HAMPSHIRE

ATIS 132.05 273.5
CLNC DEL
335.8
GND CON
120.95 275.8
PEASE TOWER
128.4 269.0
BOSTON DEP CON
125.05 269.4



TAKE-OFF MINIMUMS:
Rwys 16 and 34 STANDARD.

NOTE: Rwy 16: DME Required. Turn to heading 220° is predicated on avoiding noise sensitive areas. Initiate turns as soon as practicable upon reaching 500′ MSL, but no earlier than PSM 1.5 DME. PSM 1.5 DME intersects runway centerline 190′ from departure end.

NOTE: Rwy 34: Cross departure end of runway at or above 10′ AGL/105′ MSL.

Note: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 16: Climb via 165° course, cross PSM 1.5 DME at or above 500′, turn right heading 220° or as assigned by ATC for radar vectors to assigned route/navaid/fix, if unable to reach 500′ or above by PSM 1.5 DME continue on 165° course, Thence . . . .

TAKE-OFF RUNWAY 34: Climb runway heading or as assigned by ATC for radar vectors to assigned route/navaid/fix, Thence . . . .

. . . . Maintain 3000′ or as assigned by ATC. Expect clearance to filed altitude/flight level 5 minutes after departure.

NE-1, 22 OCT 2009 to 19 NOV 2009

WAAS Ch 40012 W16A	APP CRS 165°	Rwy ldg 10518 TDZE 100 Apt Elev 100

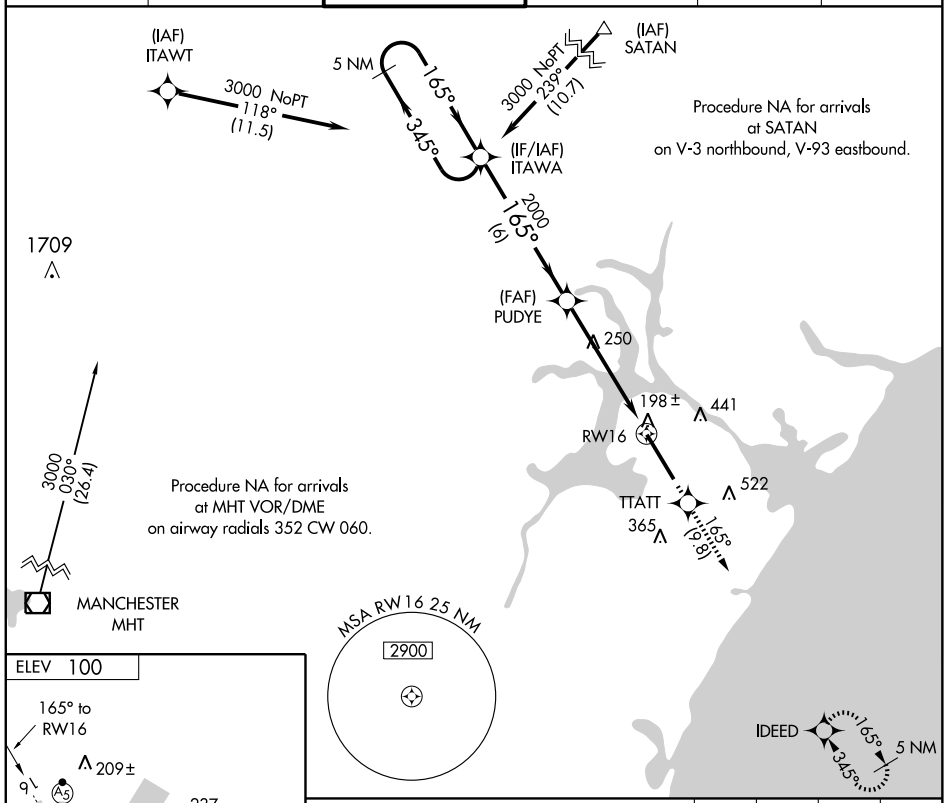
RNAV (GPS) RWY 16
PORTSMOUTH INTL AT PEASE (PSM)

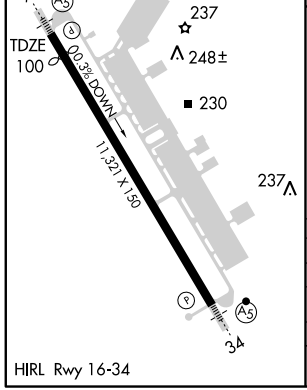
ASR: Circling NA East of Rwy 16-34. For inoperative MALSR increase LPV visibility to RVR 4000 all Cats, LNAV/VNAV Cat E visibility to RVR 6000, LNAV Cat D visibility to RVR 6000 and Cat E visibility to 1½. DME/DME RNP-0.3 NA. BARO-VNAV NA below -15C (5F).

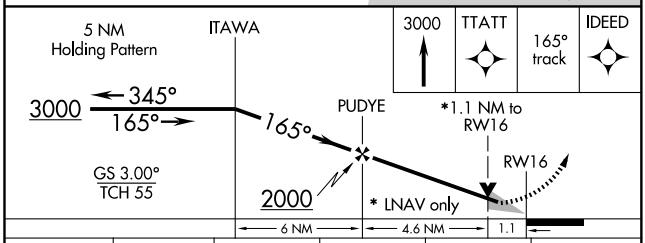
MALSR

MISSED APPROACH: Climb to 3000 direct TTATT and via 165° track to IDEED and hold.

ATIS	BOSTON APP CON	PEASE TOWER	GND CON	CLNC DEL	UNICOM
132.05 273.5	125.05 269.4	128.4 269.0	120.95 275.8	335.8	122.95







CATEGORY	A	B	C	D	E
LPV DA	358/24 258 (300-½)				
LNAV/VNAV DA	452/40 352 (400-¾)				
LNAV MDA	500/24 400 (400-½)			500/50 400 (400-1)	
CIRCLING	500-1¼ 400 (400-1¼)	560-1¼ 460 (600-1¼)	560-1½ 460 (500-1½)	680-2 580 (600-2)	

NE-1. 22 OCT 2009 to 19 NOV 2009

WAAS Ch 97323 W34A	APP CRS 345°	Rwy ldg 10518 TDZE 84 Apt Elev 100

RNAV (GPS) RWY 34
PORTSMOUTH INTL AT PEASE (PSM)

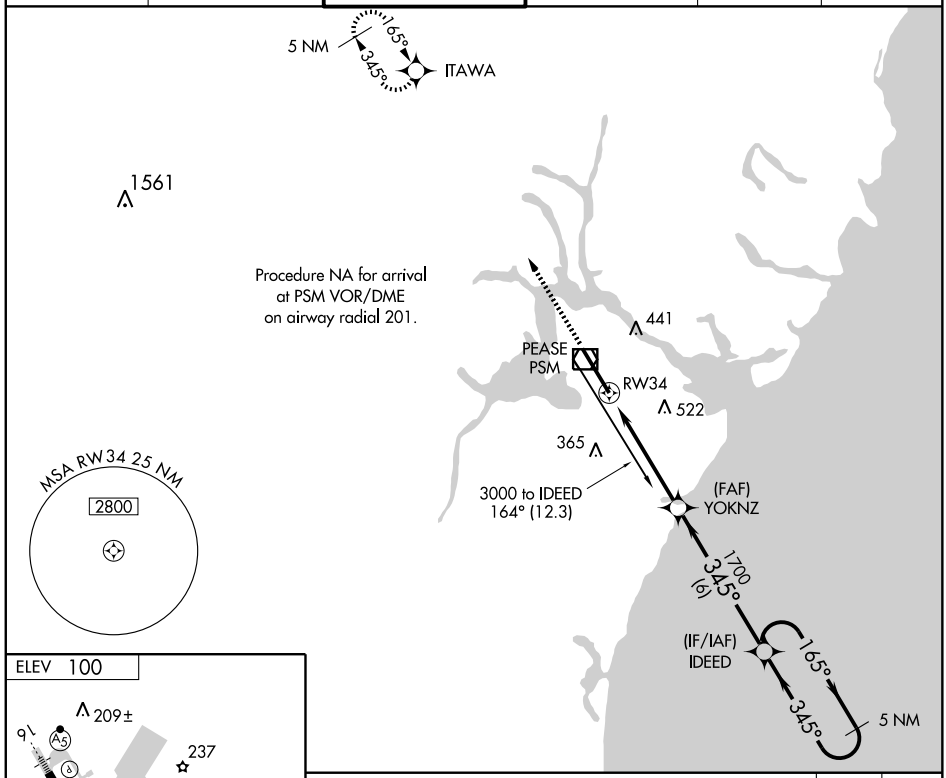
ASR

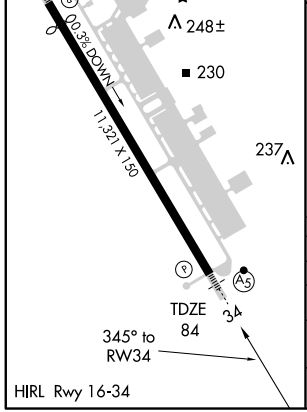
Circling NA East of Rwy 16-34. For inoperative MALSR increase LPV visibility to 4000 all Cats, LNAV/VNAV visibility Cat E to 1½, and LNAV visibility Cat E visibility to 1¾. BARO-VNAV NA below -15C (5F). DME/DME RNP-0.3 NA.

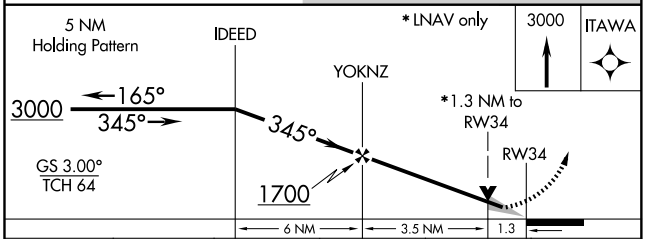
MALSR

MISSED APPROACH: Climb to 3000 direct ITAWA and hold.

ATIS	BOSTON APP CON	PEASE TOWER	GND CON	CLNC DEL	UNICOM
132.05 273.5	125.05 269.4	128.4 269.0	120.95 275.8	335.8	122.95







CATEGORY	A	B	C	D	E
LPV DA	349/24 265 (300-½)				
LNAV/VNAV DA	513/50 429 (500-1)				
LNAV MDA	560/24 476 (500-½)		560/40 476 (500-¾)	560/50 476 (500-1)	560/60 476 (500-1¼)
CIRCLING	560-1½ 460 (500-1½)			680-2 580 (600-2)	

NE-1. 22 OCT 2009 to 19 NOV 2009

(TANKR1.TANKR) 08213

TANKER ONE DEPARTURE

SL-678 (FAA)

PORTSMOUTH INTL AT PEASE (PSM)
PORTSMOUTH, NEW HAMPSHIRE

ATIS 132.05 273.5
CLNC DEL
335.8
GND CON
120.95 275.8
PEASE TOWER
128.4 269.0
BOSTON DEP CON
125.05 269.4

LEBANON
113.7 LEB
Chan 84
N43°40.73′ - W72°12.96′
L-32

KENNEBUNK
117.1 ENE
Chan 118
N43°25.54′ - W70°36.81′
L-32, H-11-12

CONCORD
112.9 CON
Chan 76
N43°13.19′ - W71°34.53′
L-32

3000

R-346

345°

PEASE
116.5 PSM
Chan 112
N43°05.07′ - W70°49.92′
L-32-33, H-11-12

CAMBRIDGE
115.0 CAM
Chan 97
N42°59.66′ - W73°20.64′
L-32-34, H-11-12

MANCHESTER
114.4 MHT
Chan 91
N42°52.11′ - W71°22.17′
L-32-33

165°

R-164

3000

GARDNER
110.6 GDM
Chan 43
N42°32.76′ - W72°03.49′
L-33-34, H-11-12

SCUPP
N42°36.18′
W70°13.82′
L-33, H-11-12

LAWRENCE
112.5 LWM
Chan 72
N42°44.42′-W71°05.69′
L-33

BOSTON
112.7 BOS
Chan 74
N42°21.45′ - W70°59.37′
L-33-34, H-10-11-12

TAKE-OFF MINIMUMS:
Rwy 16, 34: STANDARD.

NOTE: RADAR required.

TAKE-OFF OBSTACLES:
Rwy 34: Building 519′ from DER, 439′ right of centerline, 15′ AGL/115′ MSL.
Trees beginning 2752′ from DER, 1090′ right of centerline, up to 90′ AGL/170′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 16: Climb heading 165° to intercept PSM VOR/DME R-164 to 3000 or as assigned by ATC, Thence. . . .
TAKE-OFF RUNWAY 34: Climb heading 345° to intercept PSM VOR/DME R-346 to 3000 or as assigned by ATC, Thence. . . .

. . . . Expect radar vectors to assigned route/navaid/fix. Expect further clearance to filed altitude/flight level 5 minutes after departure.

VOR/DME PSM 116.5 Chan 112	APP CRS 174°	Rwy ldg 10518 TDZE 101 Apt Elev 101

VOR RWY 16

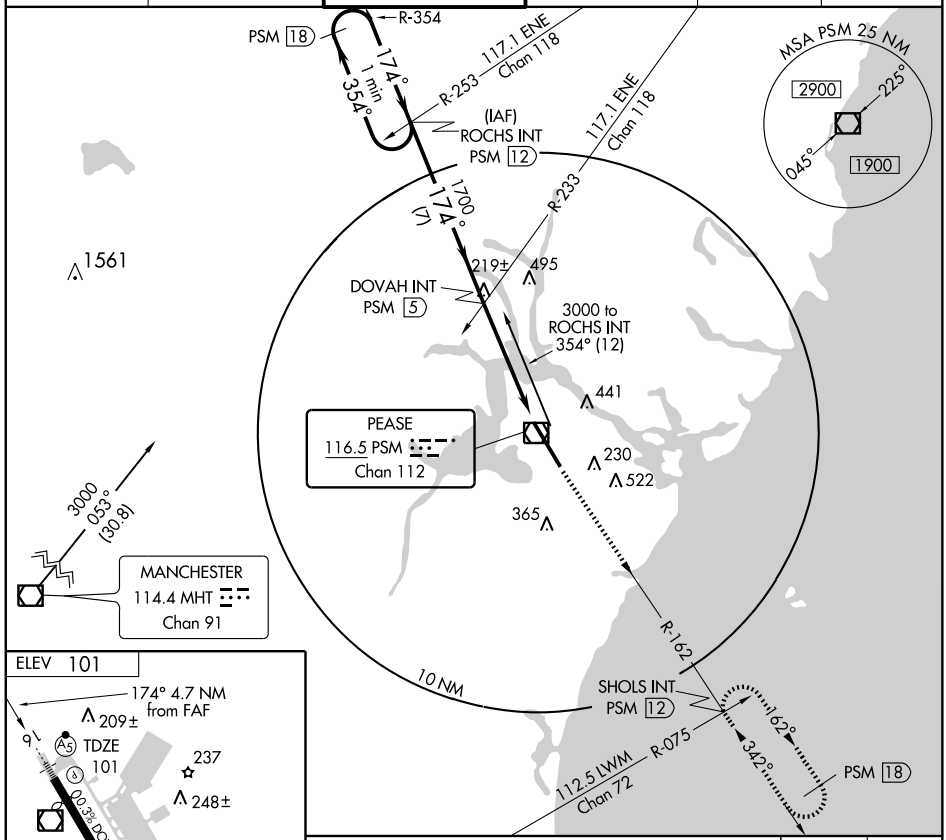
PORTSMOUTH INTL AT PEASE (PSM)

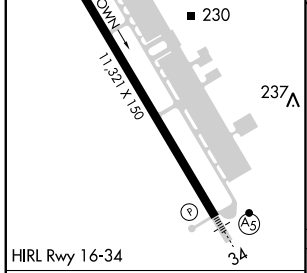
ASR: Circling not authorized east of Rwys 16 and 34. For inoperative MALSR, increase S-16 Cat D & E visibilities to 1¼.

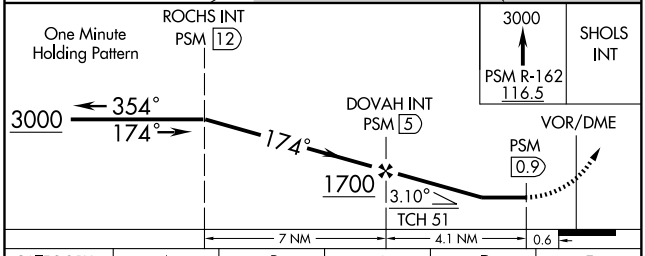
MALSR

MISSED APPROACH: Climb to 3000 via PSM R-162 to SHOLS Int/PSM 12 DME and hold.

ATIS	BOSTON APP CON	PEASE TOWER	GND CON	CLNC DEL	UNICOM
132.05 273.5	125.05 269.4	128.4 269.0	120.95 275.8	335.8	122.95







FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

CATEGORY	A	B	C	D	E
S-16	460/24 359 (400-½)			460/50 359 (400-1)	
CIRCLING	480-1 379 (400-1)	560-1 459 (500-1)	560-1½ 459 (500-1½)	680-2 579 (600-2)	

NE-1. 22 OCT 2009 to 19 NOV 2009

VOR/DME PSM 116.5 Chan 112	APP CRS 342°	Rwy ldg 11321 TDZE 85 Apt Elev 101

VOR RWY 34

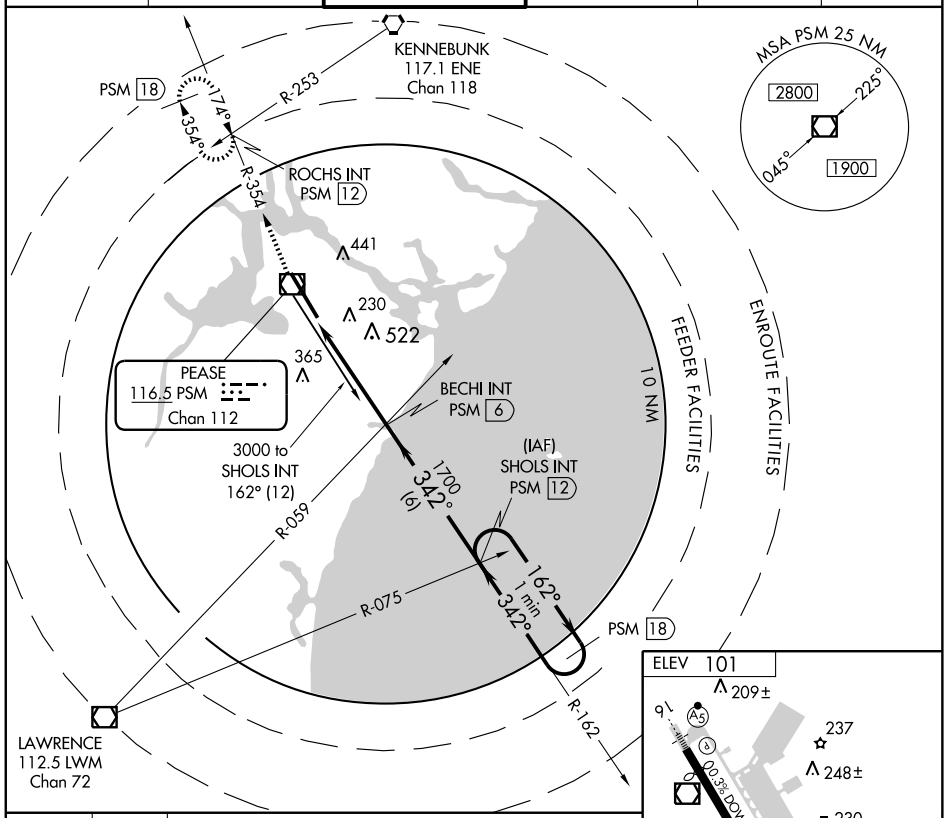
PORTSMOUTH INTL AT PEASE (PSM)

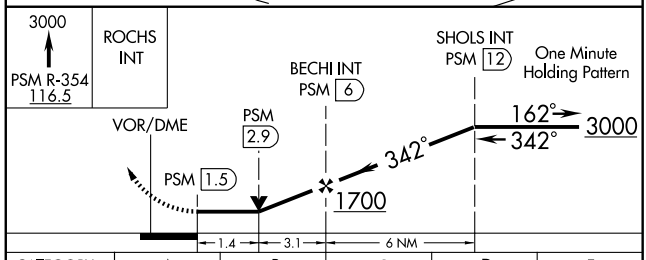
ASR: Circling not authorized east of Rwy 16 and 34.

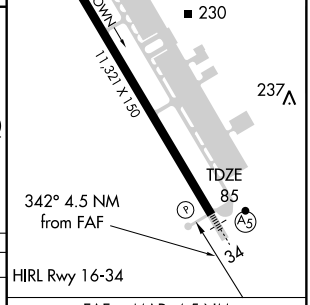
MALSR

MISSED APPROACH: Climb to 3000 via PSM R-354 to ROCHS Int/PSM 12 DME and hold.

ATIS	BOSTON APP CON	PEASE TOWER	GND CON	CLNC DEL	UNICOM
132.05 273.5	125.05 269.4	128.4 269.0	120.95 275.8	335.8	122.95







CATEGORY	A	B	C	D	E
S-34	520/24 435 (500-½)		520/40 435 (500-¾)	520/50 435 (500-1)	
CIRCLING	520-1 419 (500-1)	560-1 459 (500-1)	560-1½ 459 (500-1½)	680-2 579 (600-2)	

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

NE-1. 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy ldg	4001
327°	TDZE	322
	Apt Elev	322

GPS RWY 33

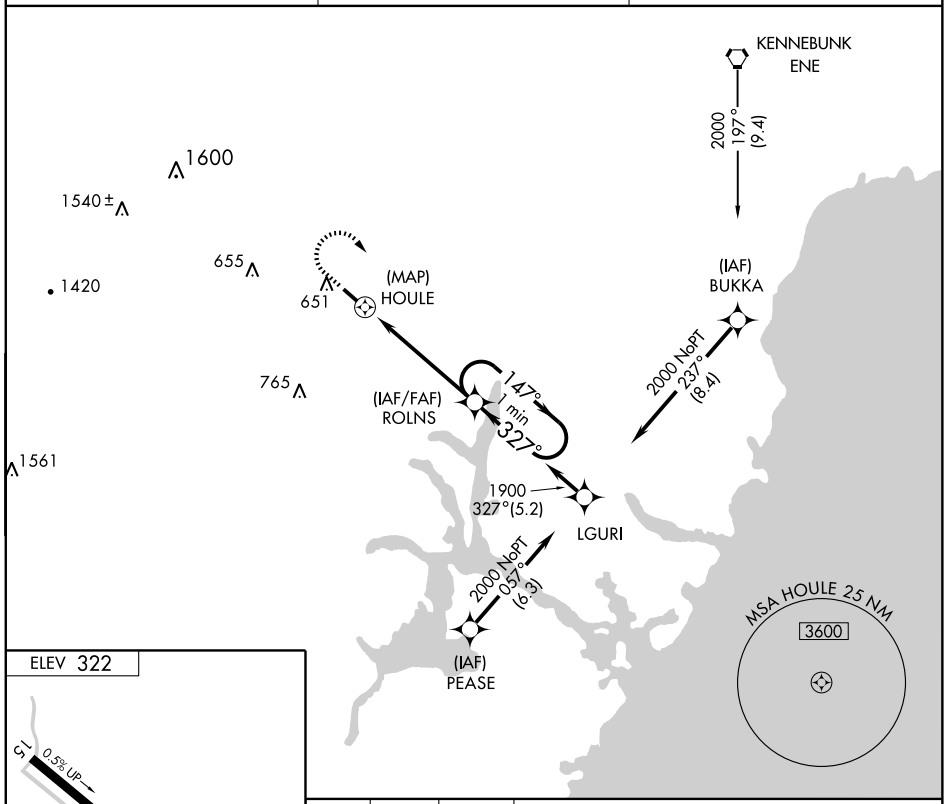
ROCHESTER/SKYHAVEN (DAW)

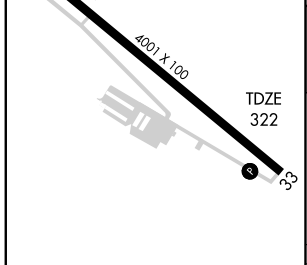
When local altimeter not received, use Portsmouth Intl at Pease altimeter setting.

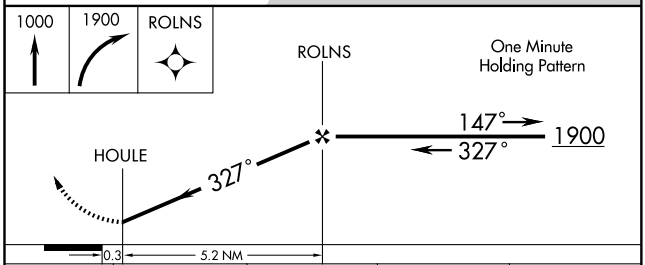
NA

MISSED APPROACH: Climb to 1000, then climbing right turn to 1900 direct ROLNS WP and hold.

ASOS	BOSTON APP CON	UNICOM
135.275	125.05 269.4	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-33	760-1 438 (500-1)		760-1¼ 438 (500-1¼)	NA
CIRCLING	1020-1 698 (700-1)		1020-2 698 (700-2)	NA

REIL Rwy 33 L
MIRL Rwy 15-33 L

NE-1. 22 OCT 2009 to 19 NOV 2009

LOM SF	APP CRS	Rwy Idg	N/A
349	251°	TDZE	N/A
		Apt Elev	322

NDB or GPS-B

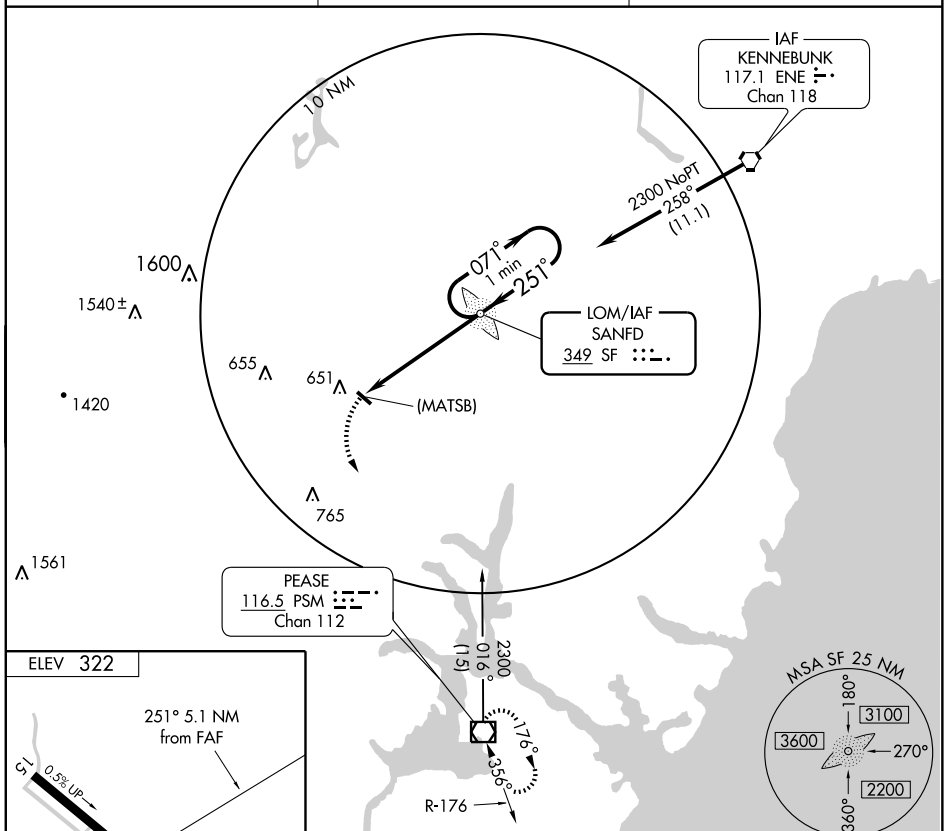
ROCHESTER/SKYHAVEN (DAW)

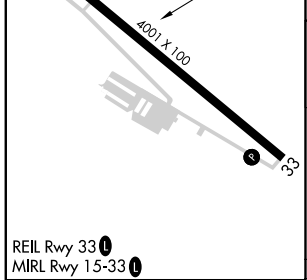
When local altimeter not received, use Portsmouth Intl at Pease altimeter setting.

NA

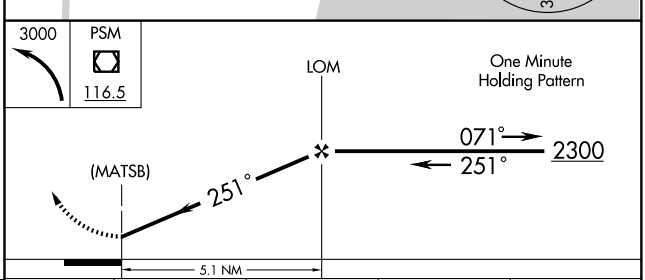
MISSED APPROACH: Climbing left turn to 3000 direct to PSM VOR/DME and hold.

ASOS	BOSTON APP CON	UNICOM
135.275	125.05 269.4	122.7 (CTAF) L





REIL Rwy 33 L
MIRL Rwy 15-33 L



FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

CATEGORY	A	B	C	D
CIRCLING	1020-1 698 (700-1)		1020-2 698 (700-2)	NA

NE-1. 22 OCT 2009 to 19 NOV 2009

NDB ESG	APP CRS	Rwy ldg	4001
260	327°	TDZE	322
		Apt Elev	322

NDB RWY 33

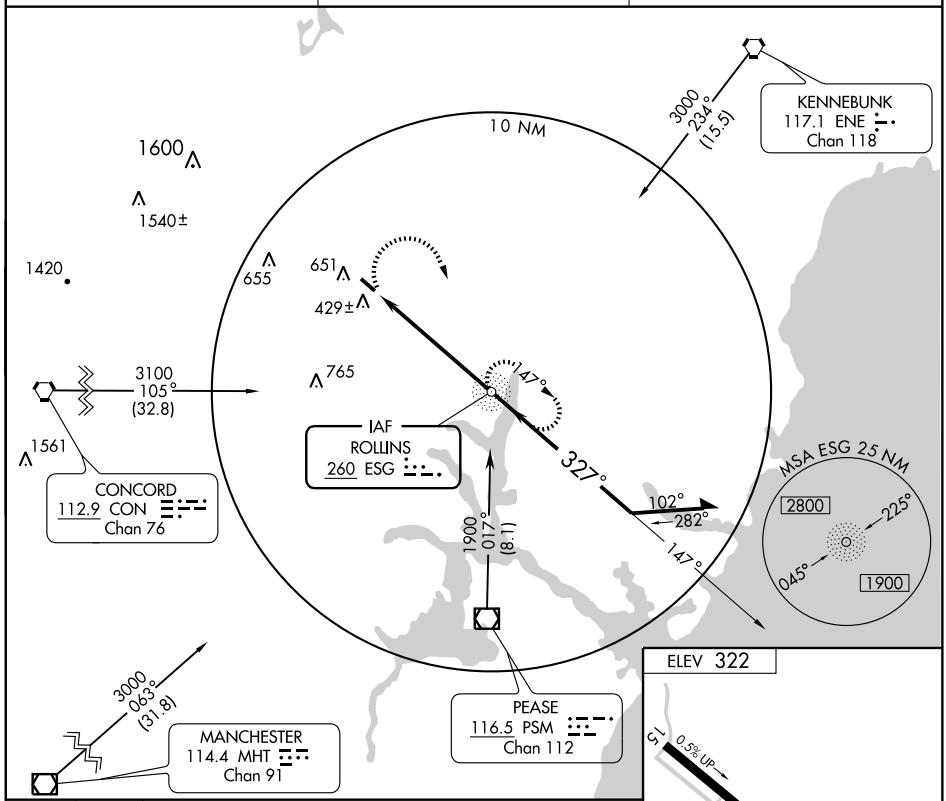
ROCHESTER/SKYHAVEN (DAW)

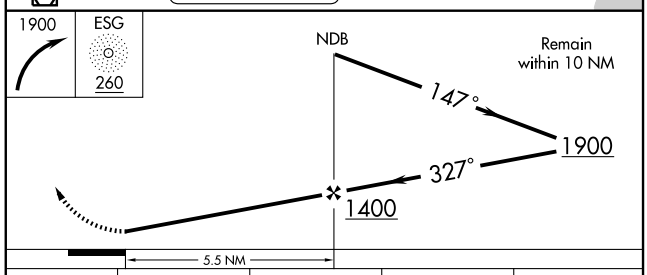
When local altimeter not received, use Portsmouth Intl at Pease altimeter setting.

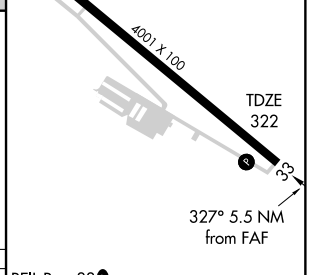
NA

MISSED APPROACH: Climbing right turn to 1900 direct ESG NDB and hold.

ASOS	BOSTON APP CON	UNICOM
135.275	125.05 269.4	122.7 (CTAF) L







REIL Rwy 33 L
MIRL Rwy 15-33 L

CATEGORY	A	B	C	D
S-33	860-1 538 (600-1)		860-1½ 538 (600-1½)	NA
CIRCLING	1020-1 698 (700-1)		1020-2 698 (700-2)	NA

FAF to MAP 5.5 NM

Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

NE-1. 22 OCT 2009 to 19 NOV 2009

VOR/DME PSM	APP CRS	Rwy ldg N/A
116.5	356°	TDZE N/A
Chan 112		Apt Elev 322

VOR/DME or GPS-A

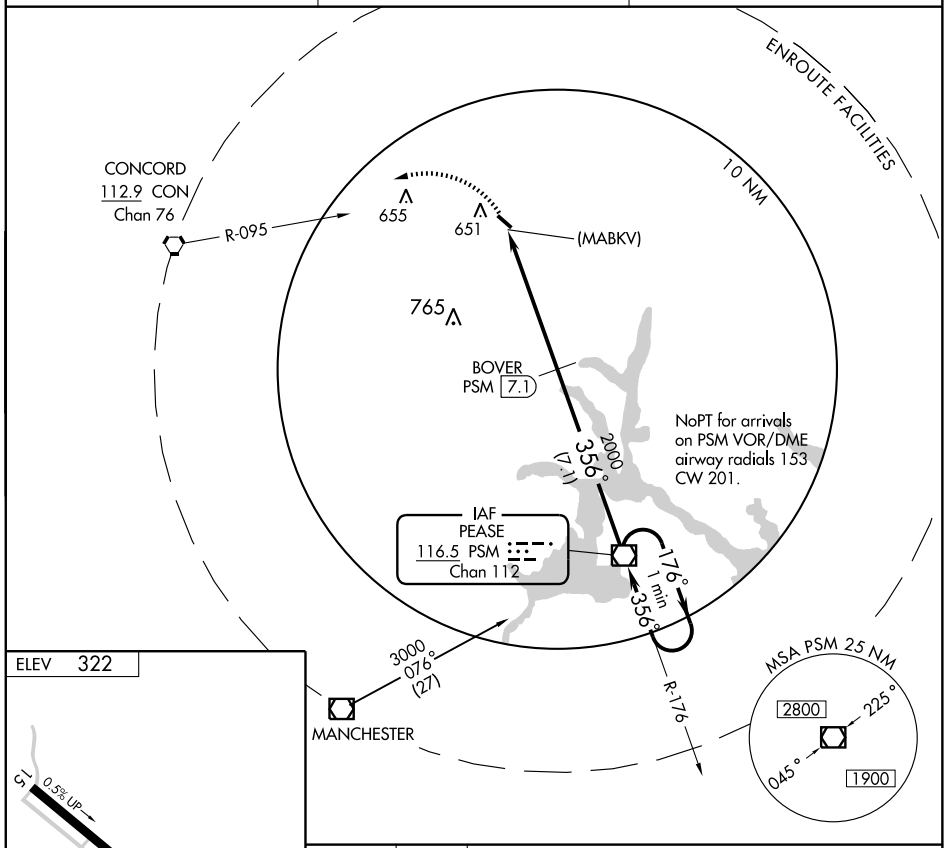
ROCHESTER/SKYHAVEN (DAW)

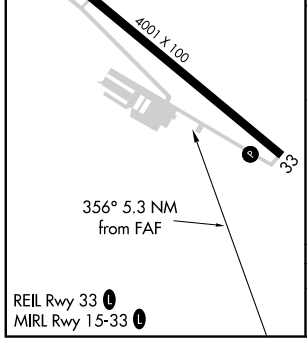
When local altimeter not received, use Portsmouth Intl at Pease altimeter setting.

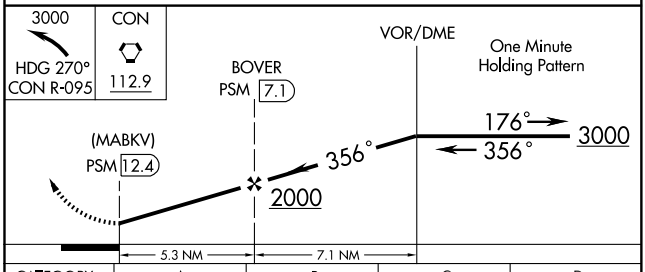
NA

MISSED APPROACH: Climbing left turn to 3000 via heading 270° and CON VORTAC R-095 to CON VORTAC.

ASOS	BOSTON APP CON	UNICOM
135.275	125.05 269.4	122.7 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1020-1 698 (700-1)		1020-2 698 (700-2)	NA

REIL Rwy 33 L
MIRL Rwy 15-33 L

NE-1. 22 OCT 2009 to 19 NOV 2009

LOC I-HIE	APP CRS	Rwy ldg	4001
109.5	104°	TDZE	1057
		Apt Elev	1074

LOC/NDB RWY 10

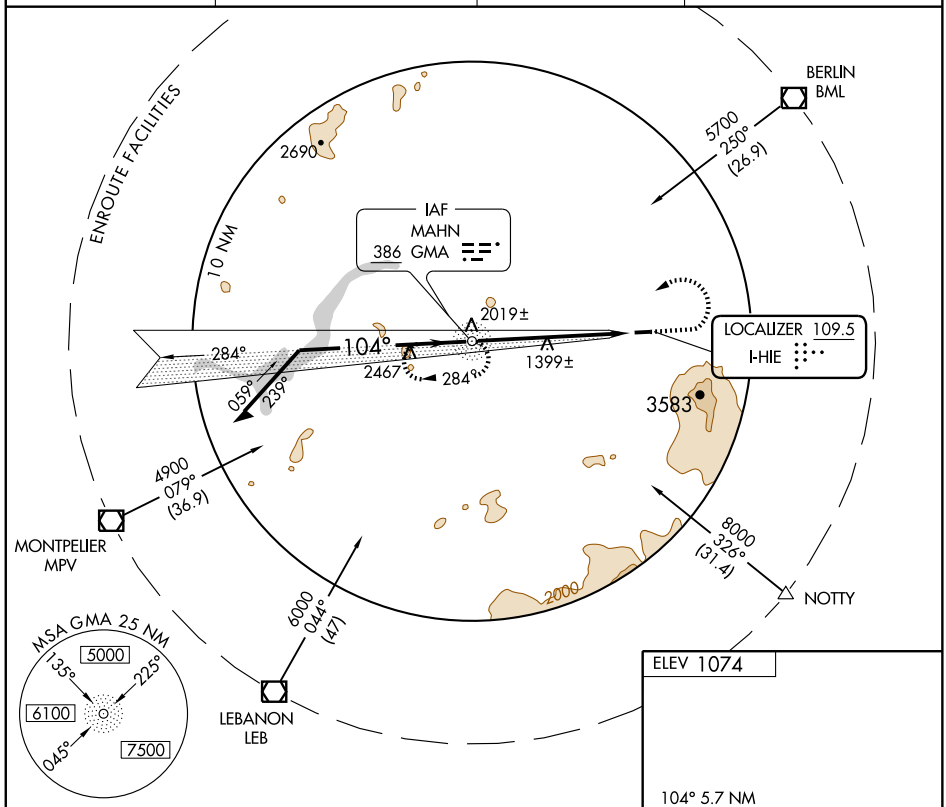
WHITEFIELD/MOUNT WASHINGTON RGNL (HIE)

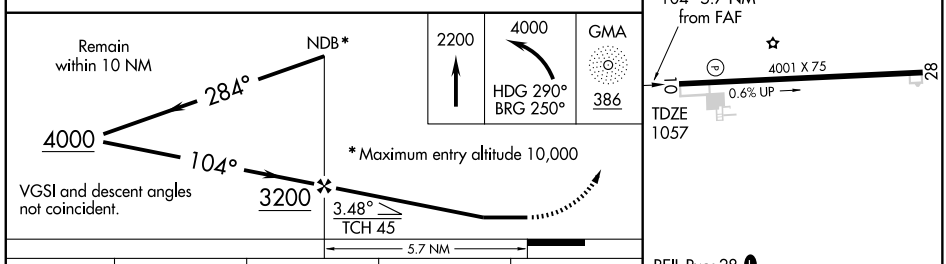
NA

Circling NA south of Rwy 10-28.

MISSED APPROACH: Climb to 2200 then climbing left turn to 4000 via heading 290° and bearing 250° to GMA NDB and hold.

ASOS	BOSTON CENTER	CLNC DEL	UNICOM
118.525	135.7 282.2	122.4	122.8 (CTAF) L





REIL Rwy 28 L
MIRL Rwy 10-28 L

CATEGORY	A	B	C	D
S-10	1740-1 683 (700-1)		1740-2 683 (700-2)	NA
CIRCLING	1740-1 666 (700-1)		1740-2 666 (700-2)	NA

FAF to MAP 5.7 NM

Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

NE-1. 22 OCT 2009 to 19 NOV 2009

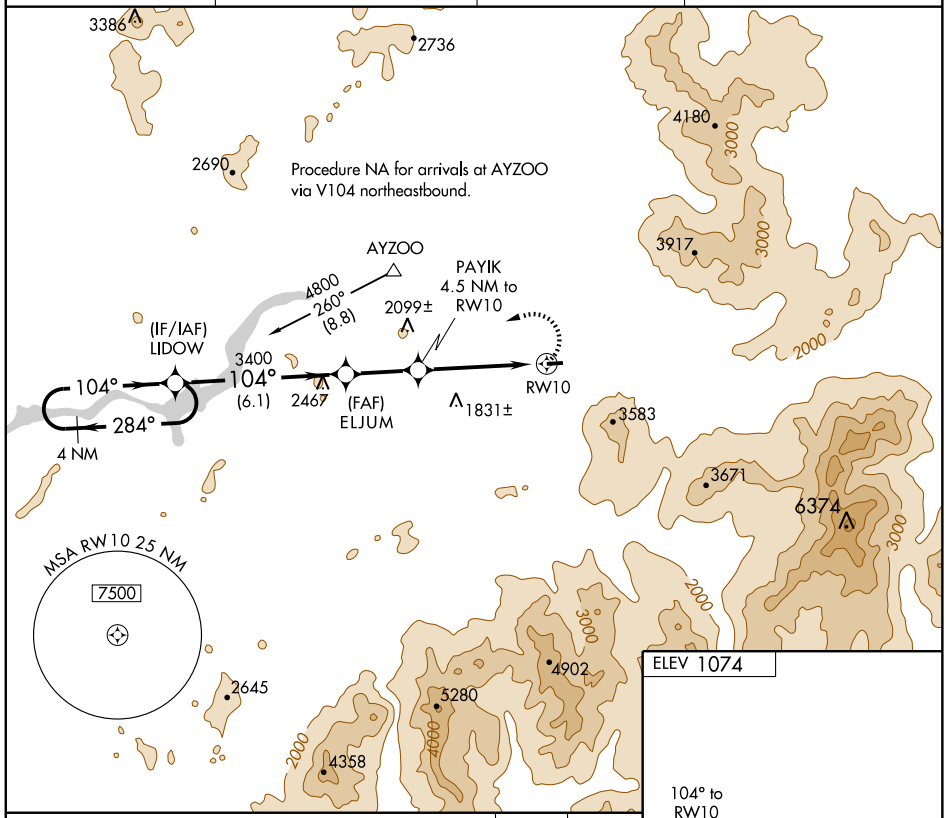
APP CRS	Rwy ldg	4001
104°	TDZE	1057
	Apt Elev	1074

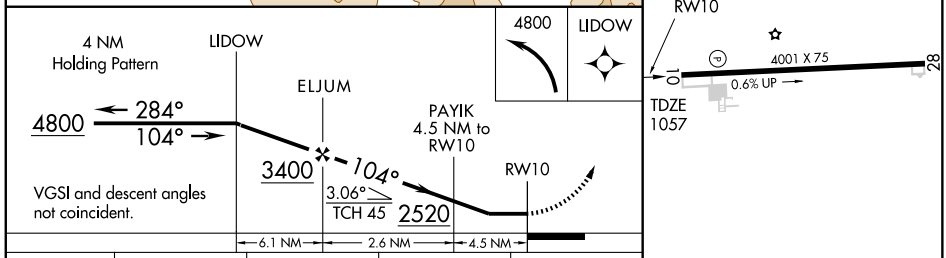
RNAV (GPS) RWY 10
WHITEFIELD/MOUNT WASHINGTON RGNL (HIE)

Circling NA south of Rwy 10-28. DME/DME RNP-0.3 NA.
If local altimeter setting not received procedure NA.

MISSED APPROACH: Climbing left turn to 4800 direct LIDOW and hold.

ASOS	BOSTON CENTER	CLNC DEL	UNICOM
118.525	135.7 282.2	122.4	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1940-1¼ 883 (900-1¼)		1940-2¾ 883 (900-2¾)	NA
CIRCLING	1940-1¼ 866 (900-1¼)		1940-2¾ 866 (900-2¾)	NA

REIL Rwy 28 L
MIRL Rwy 10-28 L

NE-1. 22 OCT 2009 to 19 NOV 2009